BY ORDER OF THE COMMANDER,
8TH FIGHTER WING

AIR FORCE INSTRUCTION 21-101

8TH FIGHTER WING COMMAND
Supplement 1

2 DECEMBER 2005

Maintenance

AEROSPACE EQUIPMENT MAINTENANCE MANAGEMENT

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

NOTICE: This publication is available digitally on the AFDPO WWW site at: **http://www.e-publishing.af.mil.**

OPR: 8 MXG/MXQ (SMSgt Johnny C. Victory) Certified by: 8 MXG/CC (Colonel James T. Silva)
Supersedes PACAFI21-101_8FWSUP1, 22 March 2002 Pages: 42
Distribution: F

AFI 21-101, 1 June 2004 and PACAF Sup 1, 29 October 2004, are supplemented as follows:

This supplement prescribes policies and procedures governing aerospace equipment maintenance management in the 8th Fighter Wing. It applies to all assigned, attached or associated units of the 8th Fighter Wing, Kunsan Air Base, Korea that maintain aircraft, aircraft systems, equipment, support equipment, and components regardless of AFSC.

SUMMARY OF REVISIONS

This supplement has been rewritten and substantially revised by the revision of AFI 21-101 and PACAF Supplement 1. The 8 FW IMT 77, *Aircraft/Equipment Impoundment Record*, is rescinded. New or revised material is indicated by asterisks. A bar (|) indicates revision from the previous edition.

2.7.17.6.1. (Added) All work centers will review IMDS screen 690 daily and process the necessary screens to resolve rejects. Work centers will:

2.7.17.6.1.1. (Added) Ensure aircraft configuration tables in IMDS are updated whenever configured items are replaced and ensure correct installed-on relationships.

3.5.6. (Added) Ensures SPRAM accounts are maintained IAW AFI 21-103 for Alternate Mission Equipment (AME) External Fuel Tanks to include assigning and maintaining AME External Tank serial numbers.

3.9.6. (Added) Ensure travel pods are inspected IAW T.O. 16W41-2-1, Table 5-1.

3.9.7. (Added) Ensure aircraft entrance ladders are inspected IAW AFOSHSTD 91-501.

3.10.6.7. (Added) Immediately notify 8th Maintenance Operations Squadron, Engine Management Element with part numbers and serial numbers of engine components received from supply prior to installation.

3.11.1.7.1. (Added) Aircraft scheduled for WLT will be at the WLT facility NLT 60 minutes prior to the training start time. **Table 3.4. (Added)** of this supplement outlines aircraft load training configuration requirements (coordinate exceptions with WS). The owning AMU must coordinate with WS before performing any maintenance on aircraft in-use as load trainers or before removing an aircraft from the WLT facility. AMUs may swap out aircraft on a noninterference basis with scheduled training.

Table 3.4. (Added) WLT Aircraft Configuration (F-16C/CG).

Aircraft Forms
Fully Operational Weapons System
Electrical Power
Cooling Air
Seats Installed
Boarding Ladder
Operational Intercommunication System
Armament Pylons/MAU-12s installed stations 3 and 7 and LAU-129s installed stations 1 and 9. ***NOTE:*** Must have at least one Block-50 pylon installed on station 3 or 7.
LAU-129 or AIM-9 Missile Launchers Installed stations 2 and 8. ALE-50 pylon installed station 8.
Centerline tank or Wing tanks on station 4 and 6.
Empty Chaff/Flare MODs installed.
Empty Gun System

3.11.1.14.1. (Added) Ensure AME scheduled for periodic inspection is delivered to 8th Maintenance Squadron, Armament Flight (8 MXS/MXMR) NLT 0800 on the Monday of the week scheduled for inspection. Coordinate exceptions with the 8 MXS/MXMR scheduler or shift supervisor. Ensure AME/NIE turned into 8 MXS/MXMR is complete (e.g., attaching hardware, safing gear, dust caps, etc.) with basic post operation inspection completed. Ensure an IMDS screen 122 and properly annotated tags are attached to AME.

3.11.1.14.2. (Added) Ensure ALE-50 pylon launcher controllers are removed prior to transporting to 8 MXS/MXMR for maintenance/inspection.

3.11.1.14.3. (Added) Prior to and after deployments, ensure a listing of serial numbers of deploying/returning AME/NIE is given to 8 MXS/MXMR.

3.11.1.15.2. (Added) Perform inventory of AME/NIE. Inventory will be conducted at least quarterly and results forwarded to 8 MXS/MXMR.

3.11.1.15.3. (Added) Coordinate pickup and delivery of AME required supporting daily flying.

3.11.1.20.1. (Added) Ensure aircraft going to depot have all required AME removed prior to departure, unless a transfer agreement dictates otherwise. If aircraft is to be transferred with AME and NIE, an AF IMT 2692, *Aircraft/Missile Equipment Transfer/Shipping Listing*, will be accomplished, listing AME and NIE departing with aircraft. Ensure AFTO IMT 95, departing aircraft.

3.11.4.1.1. (Added) In addition to the scheduled 60-day functional checks, all AME/NIE will have functional checks performed upon installation. ***NOTE:*** Not required for subsequent same day or next day sorties, as long as previous sortie released successfully or during local or higher headquarters exercises/ inspections, or real world contingencies, as long as 60-day functional checks are current.

3.11.4.3.1. (Added) Functional checks will be performed on Bomb Rack, TER, S-210/LAU-129 Missile Launcher stations prior to loading live munitions during peacetime operations. ***NOTE:*** Not required for subsequent same day or next day sorties, as long as previous sortie released successfully or during local or higher headquarters exercises/inspections, or real world contingencies, as long as 60-day functional checks are current.

3.11.5.5.2. Include munitions removed and retained by EOD on an AF IMT 2434 for reconciliation purposes.

4.6.3.1.1. (Added) Hangar 2 (Bldg 2241) is the primary facility for canopy and/or seat removals. Hangars 1 (Bldg 2242), 3 (Bldg 2240) and Building 2818 may be used when Hangar 2 is not available. Canopies and/or seats will not be removed and/or installed while aircraft are parked in a PAS, flow or open parking area. Exceptions will be approved by 8 MXG/CC. Width and height limitations in the aircraft shelters and flows limit crane operations (not authorized for D models).

4.6.3.1.2. (Added) Egress systems maintenance will not be performed on aircraft while on jacks. This includes egress final inspections or any egress maintenance requiring cockpit entry.

4.6.3.1.3. (Added) Egress systems maintenance will not be performed while external electrical power is being applied, unless indicated by applicable technical data to perform egress system maintenance.

4.6.3.11. (Added) Ensures complete egress system CAD/PAD verification inspections and personnel parachutes, survival kits and the seat drogue parachute repacks/inspections are accomplished on newly assigned aircraft and upon those returning from depot where the egress system has been worked on by depot personnel

4.6.4.1.4.1. (Added) The AF Form 1492, *Warning Tag*, will be securely attached to the external power receptacle, batteries, fuel management panel, and if applicable, Circuit Breakers (C/B).

4.6.4.1.14. (Added) Determines what fuels and hydrazine maintenance not covered in this instruction are considered minor and major maintenance.

4.6.4.2. (Added) Definitions:

4.6.4.2.1. (Added) Minor fuels systems maintenance consists of:

4.6.4.2.1.1. (Added) Wing turbine pumps, floats, shut-off valves (on aircraft without wing beef up plates).

4.6.4.2.1.2. (Added) Fuel flow transmitters.

4.6.4.2.1.3. (Added) Fuel pump pressure switches.

4.6.4.2.1.4. (Added) Wing crack inspections.

4.6.4.2.1.5. (Added) Engine feed manifold.

4.6.4.2.1.7. (Added) External leak repairs/injections.

4.6.4.2.1.8. (Added) Wing tank externally mounted probes.

4.6.4.2.2. (Added) Major fuels systems maintenance consists of:

4.6.4.2.2.1. (Added) Any task requiring fuselage panel removal, to include the vent box.

4.6.4.2.2.2. (Added) External tank work requiring disassembly.

4.6.4.2.3. (Added) Hydrazine Maintenance:

4.6.4.2.3.1. (Added) Regulated areas are defined as areas where liquid hydrazine is present during normal operations, for example H-70 bottle refilling (in these areas personnel must wear the appropriate personnel safety equipment as required by applicable technical data). The only regulated area is in the Hydrazine Plant, Building 2252.

4.6.4.2.3.2. (Added) Hydrazine maintenance areas are defined as areas that are approved for catalyst/line purge, tank depressurization, removal and replacement, refurbishment of gas generator, removal and replacement of EPU components, purging of EPU monopropellant test set. Personnel will wear appropriate safety equipment IAW technical data. Access to these areas will be restricted to authorized personnel only.

4.6.4.3. (Added) Authorized fuel and hydrazine maintenance areas:

4.6.4.3.1. (Added) Major fuels systems maintenance as described in paragraph **4.6.4.2.2. (Added)**will only be performed in Building 2257 and revetments one through three outside Building 2257. Building 2818 may be used for major fuel systems maintenance provided Building 2257 is full.

4.6.4.3.1.1. (Added) Leak checks in Hangars 2257 and 2818 are limited to air checks only.

4.6.4.3.2. (Added) Minor fuel system maintenance may be performed in any designated aircraft parking location.

4.6.4.3.3. (Added) Hydrazine maintenance as prescribed in paragraph **4.6.4.2.3.2. (Added)** may be accomplished in any of the following locations.

4.6.4.3.3.1. (Added) All JUVAT Flows: F1, F2, F3, F4, F5, F6, F7, F8, F9 and F10.

4.6.4.3.3.2. (Added) PAS: 1, 2, 3, 5, 6, 7, 11, 12, 13, 14, 15, 16, 19, 20, 21, 22, 30, 31, 32, 33, 34, 35, 36, 37, 39, 40, 42 and 43.

4.6.4.3.3.3. (Added) Tree area PAS: 47, 48, 49, 50, 51, 52, 53, 54, and 55.

4.6.4.3.3.4. (Added) Building 2257 and revetments one through three outside of Building 2257.

4.6.4.3.3.5. (Added) Building 2818 may be used for major hydrazine maintenance provided Building 2257 is full.

4.6.4.4. (Added) AME external fuel tank maintenance procedures:

4.6.4.4.1. (Added) AMU will:

4.6.4.4.2. (Added) Ensure serviceable external tanks are properly stored in revetments and/or PASs and ensure the tank farm is only utilized as a temporary holding area and not for storage.

4.6.4.4.3. (Added) Contact the external fuel tank maintenance repair section to coordinate/schedule delivery of tanks requiring repair. Prior to delivery of the tank, the AMU will:

4.6.4.4.3.1. (Added) Completely drain the tank.

4.6.4.4.3.2. (Added) Load an off/on equipment job or cut a Work Center Event (WCE) in IMDS (dependent if pilot detectable or ground related malfunction) against the respective tank serial number and attach IMDS Screen 122 along with AFTO Form 350 tag containing the same.

4.7.1.5. 8 MXS AGE Flight will structure itself under the Inspection & Repair and Servicing Function as outlined in Figure 4.1 to AFI 21-101/PACAF Supplement 1.

4.7.13. (Added) Control of MJ-1B and MHU-83C/E Bomblifts:

4.7.13.1. (Added) AGE Flight will issue bomblifts equitably between squadrons as required ensuring mission accomplishment. AMXS is responsible to equitably distribute units between AMUs.

4.7.13.2. (Added) All MJ-1B and MHU-83C/E bomblifts will be signed out from the AGE Flight. Only qualified personnel will be allowed to sign-out/operate either bomblift. Qualification will be verified by one of the following: IMDS; AF IMT 483*;* AF Form 623.

4.7.13.3. (Added) Bomblifts are not to be used as convenient transportation.

4.7.13.4. (Added) Bomblifts will not be operated off a paved surface. Extreme caution must be observed over rough road/ramp areas due to bomblift's extremely low clearance.

4.7.13.5. (Added) Bomblifts will not be driven over FOD shakers. The operator will stop prior to entering the flightline and do a FOD inspection of the bomblift tires.

4.7.13.6. (Added) The user will perform a prior to use/daily inspection before utilizing the bomblift. The daily inspection will be documented on the AFTO IMT 244.

4.8.4.1.1. (Added) Inform 8 MXS Maintenance Operations and appropriate AMU weapons section chief of corrective actions on AME/NIE processed through the shop for reported in-flight malfunctions.

4.8.4.9.1. (Added) 8 MXS/MXMR will ensure at least eight personnel are trained and qualified.

4.8.4.9.2. (Added) After initial IPL/safing qualification, 8 MXS/MXMR will schedule personnel to conduct arm and de-arm EOR training through 8 AMXS EOR.

4.8.4.13.1. (Added) Ensure the Weapons Malfunction Data Base is updated daily to include pilot reported discrepancies, aircraft armament malfunctions, AME/NIE malfunctions, and weapons malfunctions with serial numbers of the components.

4.8.4.13.2. (Added) IPIs will be documented on the AFTO Form 350 with inspector's last name, grade, employee number, and date accomplished.

4.8.4.14. (Added) AME/NIE Marking Requirements. ***NOTE:*** 8 MXS/MXMR will stencil AME/NIE requiring touch up during maintenance. 8 MXS/MXMFC will re-stencil AME/NIE when it is re-painted.

4.8.4.14.1. (Added) All AME is properly identified by stenciling the equipment serial number with the appropriate AMU color designation with minimum of one inch stencils per technical data.

4.8.5.1. 8 MXS/MXMR will maintain a file of AF IMT 1297, for serially controlled AME, and SPRAM assets temporarily assigned outside the owning work center.

4.10.3.7.1. (Added) Aircraft will not be painted more frequently than 18 months.

4.10.3.7.2. (Added) All aircraft paint touch-up operations will be accomplished in Building 2820 unless small touch-up operations are permitted by 8th Medical Operations Squadron, Bioenvironmental Engi-

neering Element (8 MDOS/SGOAB) on a one-time basis. ***NOTE:*** Repainting of control surfaces, leading edge slats, intake lip repairs, ventral fins, etc., are considered large touch-up operations.

4.10.3.15. (Added) Appoints a Corrosion Control Program Manager to oversee the Wing Corrosion Control Program. The individual appointed will hold a primary AFSC of 2A773, with a minimum grade of E-6.

4.13.2.10.1. (Added) Engine-to-aircraft CANN procedures:

4.13.2.10.1.1. (Added) The Propulsion Flight Chief (8 MXS/MXMP) is the approval authority for all engine-to-aircraft CANNs.

4.13.2.10.1.2. (Added) Contact 8 MXS/MXMP for possible component availability which meets the time remaining criteria (10% life remaining, not including overfly) from available engines. Otherwise, consideration of CANN aircraft should be given prior to removal of engine components from uninstalled spare engines. If the AMU is maintaining a CANN aircraft and the required item is accessible without engine removal/rollback, and the time remaining on the item is sufficient, then the item will be CANNed from the CANN aircraft. If the AMU is not maintaining a CANN aircraft or the required item is not accessible without engine removal/rollback, or the item does not have sufficient time remaining, then the item will be CANNed from a spare engine (as applicable) once it has been confirmed that there are no other serviceable assets on base.

4.14.4.1.1.1. (Added) Pick-up and Delivery of TMDE. To minimize waiting time, customers must accomplish their pick-up and delivery on the specific time and day of the week established for their OWC by the TMDE production control section. Exceptions will be coordinated through 8 MXS TMDE Flight production control.

5.8.19.4.1. (Added) Additions, deletions, or changes to unit workcenter and mnemonic codes must be submitted in writing by the unit commander. The IMDS Database Manager (DBM) will validate the request, then forward to the group manning office for action.

5.8.19.4.2. (Added) The IMDS DBM will conduct an annual review of unit workcenter and mnemonic codes to ensure each is current to meet the unit mission.

5.8.20.5.17.2. Refer to "**Attachment 15 (Added)**" for applicable manual Job Control Numbers.

5.8.20.5.29.1. (Added) The DBM will follow the written instructions for "Aircraft Incidents" per the IMDS Database Manager's Continuity Book. The DBM must coordinate with 8 FW Maintenance Operations Center and Quality Assurance to validate the occurrence of an aircraft incident before processing any IMDS procedures.

7.4.2. (Added) Supervisors and technicians will review 90-day aircraft history (forms, IMDS, other source documents) for previous corrective actions and possible trends/causes.

7.4.2.1. (Added) Seek additional assistance from AFETS, Tech Reps and/or the F-16 System Program Office (SPO) Falcon Hotline when situations warrant.

7.4.3. (Added) When an aircraft/equipment component or Line Replaceable Unit (LRU) is changed to correct a repeat/recur discrepancy, the activity effecting the removal must annotate "repeat" or "recur" in discrepancy block of the AFTO Form 350.

7.8.2. (Added) Complete documentation of engine oil servicing on the AFTO IMT 781J, after each flight.

7.8.3. (Added) "Aircraft requires fuel" will be annotated on a red "X" in the AFTO IMT 781A, and signed off IAW T.O. 00-20-1.

7.9. (Added) **AFTO IMT 244, *Industrial/Support Equipment Record.***

7.9.1. (Added) All individuals using support equipment that have accompanying AFTO IMT 244 will document the operator prior-to-use inspection in Block II at the first use of the day. Subsequent to the first use of the day, all users must perform a forms review and a visual inspection of the equipment for defects and adequate servicing. Only the first prior-to-use inspection of the day has to be documented on the AFTO IMT 244, Part II.

7.9.2. (Added) 8 MXS/MXMP will document the operator prior-to-use inspection on all engine trailers and maintenance stands daily that have engines with active maintenance being performed. Engine trailers with a spare loaded will have a prior-to-use inspection documented prior to placement on the spare engine ready/issue line. All 8 MXG personnel will ensure engine trailers have a prior-to-use inspection, for the current day, documented on the AFTO IMT 244, Part II prior to any towing operations.

7.9.3. (Added) As a minimum, the supervisor review will be performed and documented on the AFTO IMT 244, Part IV, every 90 days and when initiating a new AFTO form 244.

7.9.4. (Added) Support equipment inspections documented using PCAMS are not affected by this section.

9.6.1. (Added) Aircraft towing personnel training. All personnel acting as tow supervisor, brake operator, manual steering bar operator, and/or tow vehicle driver will receive OJT by a certified tow supervisor in the applicable work center following the MTF developed OJT Guide. This applies to newly qualified as well as previously qualified personnel and will be accomplished annually.

9.6.1.1. (Added) Upon completion of OJT, a certified tow supervisor will annotate the statement "Trainee has received local familiarization training for Kunsan AB" in the individual's AF IMT 623A. Both certifier and the trainee will sign this entry.

9.6.1.2. (Added) Individuals will take the AF Form 623 to the MTF and show the required training certification prior to being allowed to take the tow test. MTF will administer the test and update the appropriate test code in IMDS.

9.6.1.3. (Added) Only after the above actions have taken place will individuals be authorized to perform aircraft tows at Kunsan AB.

9.6.1.4. (Added) The towing supervisor will initiate and verify compliance with the 8 FW IMT 16, *F-16 Hangaring Checklist*, initial each step after verification, and sign the signature block. When the 8 FW IMT 16 is completed, it will be attached to the aircraft. The purpose of the 8 FW IMT 16 is to ensure safety precautions are complied with prior to hangaring of aircraft. Ensure Fire Department (8 CES/CEF) is notified when aircraft loaded with captive AIM-9 missiles and/or 20mm TP ammunition are placed in or removed from a hangar.

9.6.2. (Added) All maintenance personnel will ensure an 8 FW IMT 16 is attached to the aircraft prior to performing maintenance on hangared aircraft. However, its presence does not take the place of items requiring checks and verification by maintenance technical data.

9.6.2.1. (Added) Download all live munitions before hangaring aircraft. Installed egress/life support components, captive AIM-9 missiles, and 20mm TP ammunition may remain loaded provided safety procedures contained in T.O. 11A-1-33 are completed prior to hangaring. These aircraft will continue to be

treated as explosive loaded aircraft in all other respects. Those aircraft requiring download of munitions will be towed to a location designated by 8 FW Weapons Safety (8 FW/SEW) as an explosives loaded parking area.

10.10.11.4. Aircraft acceptance inspections will be completed by the owning AMU (unless otherwise identified) within five days; seven days if it is a newly assigned aircraft. Ensure aircraft is located in a hangar or PAS. Accept aircraft per T.O. 00-20-1, Local Checklist (**Attachment 12 (Added)** and **Attachment 13 (Added)**), and as follows:

10.10.11.4.1. Procedures for aircraft transfer. Applicable AMU OIC/NCOICs will ensure compliance with the requirements and procedures for aircraft acceptance and transfer inspections. All aircraft having extensive maintenance performed by either on/or off-base depot or contract field teams and all newly assigned or manufactured aircraft will require a transfer and or an acceptance inspection. All aircraft not requiring extensive maintenance will have the abbreviated transfer/acceptance inspection accomplished. There are two types of transfer/acceptance inspections. Normal acceptance and transfer procedures and abbreviated requirements for transfer/acceptance for aircraft not going to depot for extensive maintenance. The owning AMU is the overall program manager. Checklist for transfer and acceptance inspections will be maintained by the AMU Plans and Scheduling Sections. Aircraft Transfer Inspections will be completed by the owning AMU (unless otherwise identified).

10.10.11.4.1.1. (Added) Transferring aircraft on short term basis: For aircraft transferring on a short term basis and not going to depot for extensive maintenance (i.e., paint contracts), the following abbreviated minimum inspection requirements will be accomplished for transfer/acceptance:

10.10.11.4.1.1.1. (Added) Accomplish a basic post flight inspection upon acceptance.

10.10.11.4.1.1.2. (Added) Remove panels as required to declassify aircraft for transfer/reclassify aircraft for acceptance.

10.10.11.4.1.1.3. (Added) 8 MXG/MXQA will accomplish a minimal Chart “A” inspection after declassification/reclassification for weight and balance records (i.e., only verification of declassified/reclassified items).

10.10.11.4.1.1.4. (Added) Perform dash 6 inspection requirements for transfers, which will be due prior to home station return.

10.10.11.4.1.1.5. (Added) Accomplish egress final inspection.

10.10.11.4.1.1.6. (Added) Inspect RTW antennas to ensure they have not been stripped and/or painted over (Paint will degrade the efficiency of receiving RF transmissions).

10.10.11.4.1.1.7. (Added) Ensure USAF standard markings and insignias are acceptable. (Acceptance) (Structural Maintenance).

10.10.11.4.1.1.8. (Added) Ensure paint and application procedures have been followed IAW applicable technical directives (Acceptance) (Structural Maintenance).

10.10.11.4.1.1.9. (Added) Inspect external canopy jettison handle doors for operation. After aircraft receives full paint, ensure the door separates from the aircraft when the button is depressed.

10.10.11.4.1.1.10. (Added) Remove access panels as required.

10.10.11.4.1.1.11. (Added) (Transfer) Remove ALR-69 RTWS components to include: RTWS Signal Processor, RTWS Receiver Controller, RTWS Receiver, CD Band Amp Detectors, EJ Amp Detectors (4 ea), KY-58 Processor and Z-AHQ Adapter.

10.10.11.4.1.1.12. (Added) Accomplish dash 21 aircraft equipment inventory.

10.10.11.4.1.1.13. (Added) Accomplish aircraft records document review.

10.10.11.4.1.1.14. (Added) Perform Part/Serial Number Verification.

10.10.11.4.1.1.15. (Added) For permanent transfers, perform –6 inspection requirements if over 50 percent of inspection time has elapsed at time of transfer. For temporary transfers, perform dash 6 inspection requirements which will be due prior to return to home station.

10.10.11.4.1.1.16. (Added) 8 MXG/MXQA will perform a Chart "A" inspection for aircraft weight and balance records.

10.16.8.1. (Added) All TODA accounts will be inspected no later than 30 days prior to turning over the account. The account must pass with no major discrepancies to be transferred.

10.19. An FCF is required for CAT 3 hangar queen aircraft and as directed by 8 MXG/CC or higher authority.

10.19.3.4. Perform a preflight QVI on all aircraft requiring an FCF.

10.19.3.1.1. (Added) Prior to FCF and after the Exceptional Release is signed, review aircraft forms and IMDS for corrective actions of discrepancies documented.

10.19.3.4.2.1. (Added) To prepare for and perform FCFs, the pilot will coordinate with 8 OG/CC or 8 OG/CD for approval to fly the FCF (See T.O. 1F-16()-6-11). The pilots will notify and gain approval from the appropriate squadron top three for the FCF, coordinate with 35 FS or 80 FS operations to have a Supervisor of Flying (SOF) on duty, obtain a weather brief, meet with 8 MXG/MXQA FCF personnel for a briefing, and review all maintenance accomplished in the AFTO IMT 781.

10.19.3.5.2. Forms review will include active and pulled forms related to the cause of the FCF. Annotate in aircraft forms; "FCF due for: (specific reason)", "AMU Supervision, 8 AMXS Supervision, 8 MXG/MXQA, 8 MXG/CC/CD/CEM, and pilot forms review due prior to FCF" on separate red dashes. Use IMDS JST when possible.

10.19.4.2. FCF will be configured as required per 8 MXG/CC and 8 OG/CC.

10.19.4.3. FCFs are flown with full internal fuel.

10.19.4.4. Once the FCF is complete, the pilot will debrief at the appropriate AMU, to include ground aborts, and complete AF Form 121, *Sonic Boom Log*, IAW AFI 13-201.

10.20. **Operational Check Flights (OCF).** An OCF will be conducted for CAT 2 hangar queens. OCF profile is limited to normal flight manual actions and aircraft maneuvers. If expanded functional in-flight checks are required, an FCF will be flown. Highly experienced aircrews, as determined by flying squadron supervision, will fly the OCF. An OCF may be flown in conjunction with a scheduled mission or training flight unless specifically not permitted by 8 MXG/CC or 8 OG/CC.

10.20.1. (Added) Pilots flying OCF will coordinate with the squadron top three who, in turn, will coordinate with maintenance supervision in order to successfully accomplish the OCF. AMU supervision will coordinate with 8 MXG/MXQA on the OCF flight.

10.20.2. (Added) 8 MXG/MXQA will review aircraft forms, annotate the review in the aircraft forms prior to flight, and maintain a log of all OCF flights.

10.20.3. (Added) Forms review will include active and pulled forms related to the cause of the OCF. Annotate in aircraft forms; "OCF due for: (specific reason)", "AMU Supervision, 8 AMXS Supervision, 8 MXG/MXQA, 8 MXG/CC/CD/CEM, and pilot forms review due prior to OCF" on separate red dashes. Use IMDS JST when possible.

10.20.4. (Added) Upon completion of the OCF, the pilot will debrief maintenance production on the flight to include: performance of OCF component and any recommendations/discrepancies for the aircraft.

10.22.1. High speed taxi check aircraft will be configured IAW FCF requirements.

10.23.1.8. Weight and Balance (W&B) Program:

10.23.1.8.1. (Added) All aircraft must be weighed if the cumulative total of paint touch ups exceeds T.O. limitations.

10.23.1.8.2. (Added) AMU responsibilities are as follows:

10.23.1.8.2.1. (Added) Notify 8 MXG/MXQA that aircraft weigh is becoming due.

10.23.1.8.2.2. (Added) Notify 8 MXG/MXQA that aircraft is scheduled for a complete paint or tail flash.

10.23.1.8.2.3. (Added) Notify 8 MXG/MXQA when item(s) is/are removed or installed with a weight of two pounds or greater prior to the next flight. Examples would be a KIT-1A, KY-58, video recorder, declassifying/reclassifying an aircraft for PDM, etc.

10.23.1.8.2.4. (Added) Ensure all aircraft are scheduled for weighing prior to the due date. Provide the weight and balance section a minimum of two days notice.

10.23.1.8.2.5. (Added) Provide qualified personnel and sufficient support equipment to accomplish aircraft jacking, refueling, defueling, towing, and assist in preparation for aircraft weighing.

10.23.1.8.2.6. (Added) Prepare the aircraft for weigh IAW technical data.

10.23.1.8.3. (Added) 8 MXG/MXQA must accomplish a Chart "A" inventory prior to the weigh IAW T.O. 1F-16()-5-1/2.

10.23.1.8.4. (Added) An 8 MXG/MXQA weight and balance technician will be present during all defueling and aircraft leveling operations.

10.23.1.8.5. (Added) Location of Aircraft weighs. Aircraft weighs must be accomplished in Hangar 1 (Bldg 2242), Hangar 2 (Bldg 2241), Hangar 3 (Bldg 2243), Corrosion (Bldg 2820), PAS 00, PAS 01, or PAS 30. No other facilities are authorized for weight and balance.

10.23.2. (Added) The 8 MXG/MXQA TCTO monitor will notify weight and balance technicians upon receipt of all aircraft TCTOs.

10.23.3. (Added) W&B equipment will be maintained and stored by 8 MXG/MXQA.

11.1. Maintenance Operations, Production Supervisors, and debrief sections will be familiar with impound procedures, particularly the conditions for mandatory impoundment.

11.2.3. Impoundment Officials will be tracked on the unit Special Certification Roster (SCR). Prior to submission for the SCR, individuals will review all requirements in Chapter 11 of AFI 21-101, AFI

21-101/PACAF Supplement 1 and this supplement. 8 AMXS/MXS Maintenance Operations will certify this training has been accomplished before routing form for SCR addition.

11.3.2.1. (Added) The AMU OIC/NCOIC designates a qualified 7–level technician as team chief to work with the impoundment official. Team chiefs must:

11.3.2.1.1. (Added) Be certified to clear red "X" discrepancies and in-process inspections in their specialty.

11.3.2.1.2. (Added) Review aircraft history and impoundment procedures with the team members before beginning flight control maintenance.

11.3.2.1.3. (Added) Ensure and maintain team integrity/continuity during all phases of fault isolation and repair.

11.3.2.1.4. (Added) In concert with Impound Official, review completed maintenance actions with all team members before clearing red "X" discrepancies related to the flight control malfunctions and impoundment.

11.3.6.6.1. (Added) If an aircraft is impounded for investigative purposes pursuant to engine FOD damage or negative performance, impound may be transferred to the engine upon removal from the aircraft if the cause is solely related to the engine. Impoundment Official (IO) will enter "Impound transferred to engine serial number_____" and the name of the new engine IO in the "Corrective Action" block and sign the "Corrected/Transferred By" block. An authorized impoundment release official will sign the "Inspected By" block. Draw a red border around the AFTO Form 350 used to document the discrepancy for the engine removal and enter "IMPOUNDED" in bold red letters on the tag. Engines will not be released before a functional run is completed.

11.3.6.7. (Added) Any engine stall or pilot-reported vibration.

11.3.6.8. (Added) Any non-responsive or stuck throttle.

11.3.6.9. (Added) Pilot reported auto accelerations, or un-commanded transfers to secondary power.

11.3.11.2.1. (Added) Mandatory for landing gear that does not extend normally.

11.3.14. (Added) Mandatory for bird strikes in front of intake or ram air inlets.

11.3.15. (Added) When aircraft-servicing equipment is (or is suspected of being) contaminated, impound servicing equipment and any aircraft serviced with suspected equipment until condition is confirmed.

11.3.15.1. (Added) Immediately secure servicing/support equipment with suspected contamination, document the equipment forms accordingly, and take required product samples for analysis.

11.3.16. (Added) Mandatory for an initiation of any component in an aircrew escape system.

11.3.17. (Added) Mandatory for an un-commanded activation of EPU (except for battery fail) or failure of the EPU to operate in flight.

11.3.18. (Added) Mandatory for aircraft experiencing a second repeat (i.e., third consecutive occurrence) of the same safety of flight system (engines, hydraulics, flight controls, fuel system, landing gear, and electrical system) malfunctions.

11.4.4. (Added) Transient aircraft are managed the same as those assigned. 8 MXS Supervision and 8 MXG/MXQA will coordinate with owning unit to obtain support when local resources are not available.

11.5.1. 8 MXG/MXQA will develop and maintain a JST in IMDS for required impoundment entries for AFTO 781 forms. If IMDS is not available, 8 MXG/MXQA-provided overprint manual forms entries are acceptable. If overprints are issued, the IO will ensure the impoundment and associated WCEs are loaded in IMDS. The designated IO will obtain the JST AFTO IMT 781A print out/overprint inserts from 8 MXG/MXQA and place in the impounded aircraft forms. 8 MXG/MXQA will provide the IO with an identifying placard to be placed inside the front cover of the aircraft forms. 8 MXG/MXQA will remove the placard when reviewing the forms for release.

11.5.4.2. (Added) Aircraft/equipment will be isolated/cordoned by use of sign/cones marked with the word "IMPOUNDED" in prominent lettering to clearly distinguish the impound condition.

11.5.4.3. (Added) Engine/equipment will have impoundment checklists attached to the respective work package/maintenance flowsheet document. The following job narrative and WCEs will be established for the applicable engine and/or equipment:

11.5.4.3.1. (Added) JCN (RED X): This engine/equipment impounded by order of 8 MXG/CC IAW AFI 21-101.

11.5.4.3.2. (Added) CN (RED -): Engine/Equipment due release for maintenance by impound official.

11.5.4.3.3. (Added) JCN (RED -): Work Package/Maintenance flowsheet due review by Flight Chief prior to release from impound.

11.5.4.3.4. (Added) JCN (RED -): Work Package/Maintenance flowsheet due review by Squadron MA prior to release from impound.

11.5.4.3.5. (Added) JCN (RED -): Work Package/Maintenance flowsheet due review by 8 MXG/MXQA prior to release from impound.

11.5.6. The IO is the single approval authority for all maintenance on impounded equipment. IOs will keep a log on maintenance actions/plans. Prior to time periods when the IO is not immediately available (off-shift, appointments, etc.), the IO will provide the on-duty Pro Super with specific instructions on authorized maintenance actions/plans and a means of contact. In cases requiring mishap or OPREP reporting, the IO will coordinate all actions closely with the wing safety office or the interim-investigating official.

11.5.6.1. The IO will maintain positive control of potential materiel deficiency exhibits and determine the need for disassembly, analysis, and functional checks of other suspect components. Do not disassemble or repair materiel deficiency exhibits. Draw a red border around the AFTO Forms 350 used to route components to shops for analysis, and stamp or write, "IMPOUNDED" in bold red letters on the tag.

11.5.10.1. (Added) When the cause for impoundment has been corrected, the IO will review all documentation for accuracy and completeness, then enter the corrective action and sign the "Corrected By" block. AMU/Flight Supervision, Maintenance Operations, and 8 MXG/MXQA will review the appropriate forms, and if recommending release, sign off the forms review.

11.5.12.1. (Added) For impounds for lost/missing objects or tools that cannot be found after a thorough search, the IO will consult with the Impound Release Authority to obtain permission to stop search actions. The Impoundment Release Authority may give authorization to reinstall seat/canopy, engine, or other major components that were removed to facilitate the search prior to impound release. ***NOTE:*** IAW AFI 21-101, Paragraph 13.8.1.8.1., Red "Xs" for missing tools that are not found must be cleared by no lower than 8 MXS/MXM and/or 8 AMXS/MXA.

11.5.13. (Added) 8 MXG/MXQA will enter the required information in the 8 MXG/MXQA database, ensuring the discrepancy and corrective action are entered verbatim in the database as they are in the write-up that warranted the impoundment.

11.5.14. (Added) Impoundment transfers from IO to IO or aircraft to equipment creates situations in which errors in record keeping may occur. To provide a better method of transferring IOs or impoundments from aircraft to equipment, the following will be adhered to:

11.5.14.1. (Added) 8 MXG/MXQA coordinates a meeting with the gaining and losing IO. The agenda will entail a briefing from the losing IO on event history and maintenance actions accomplished to that point. At this time, transfer of IOs or transfer of impoundment from aircraft to equipment will take place.

11.5.14.2. (Added) Aircraft to equipment transfers:

11.5.14.2.1. (Added) The affected equipment will be tagged with a new AFTO Form 350. The AFTO Form 350 will be bordered in red and the word "IMPOUNDED" written in red on the bottom.

11.5.14.2.2. (Added) A new impoundment control number will be generated by 8 MXG/MXQA for the equipment.

11.5.14.2.3. (Added) After transfer of the impoundment to equipment, the original aircraft impoundment AFTO IMT 781A will be cleared IAW AFI 21-101, Chapter 11.

11.5.14.3. (Added) IO to IO transfers: A line will be drawn through the losing IOs name in the AFTO IMT 781A and the new IOs name will be entered in the forms.

13.2.1.5.1. (Added) Job Site Transfer. At the AMU OIC/NCOIC option, CTKs and test equipment may be transferred on the job site between two shifts to aid in expediting maintenance. A support section person or person designated by the AMU OIC/NCOIC must be present at the transfer to aid in conducting a visual inspection and sign in the CTK. At this time the CTK is issued to the relieving technician using an AF IMT 1297 or TAS product, or other automated control system product and the person being relieved must then deliver the hand receipt to the support section (point of issue).

13.2.1.5.1.1. (Added) Wartime, Exercise, and Inspection CTK and support Equipment Turnover Procedures. Because of the necessity to disperse assets in wartime and simulated wartime periods, the tool turnover procedures specified in this supplement are not practical for use during these periods. In order to ensure accountability for all equipment during these periods, the following procedures will be followed during local exercises and IG inspections lasting more than one day, and during wartime. ***NOTE:*** The term AF IMT 1297, as used throughout this paragraph and its sub-paragraphs, refers to AF IMT 1297 or TAS generated issue documents (suitable AF IMT 1297 substitute).

13.2.1.5.1.2. (Added) CTKs and support equipment will be signed out by the user from the AMU Support Sections using the PACAF IMT 140 or AF IMT 1297.

13.2.1.5.1.3. (Added) During shift change, the incoming personnel will inventory all CTKs and support equipment and complete and sign an AF IMT 1297, annotating all equipment to be turned over. The outgoing personnel's name, rank and off-duty phone number, along with the location of the equipment (i.e., PAS 13) will be printed clearly at the very top of the AF IMT 1297, above the heading.

13.2.1.5.1.4. (Added) The completed AF IMT 1297 will be turned in to the support section by the outgoing personnel or flight line expediter.

13.2.1.5.1.5. (Added) The Support Section supervisor will ensure that at least one AF IMT 1297 has been received for each 12-hour period for all signed out CTKs and support equipment.

13.2.1.5.1.6. (Added) Support Section will maintain all AF IMT 1297 until all CTKs and support equipment listed on them have been inventoried and turned back in to support, whether or not the information is input into another tool control tracking system.

13.2.1.5.1.7. (Added) Equipment to be used by numerous personnel throughout the period (i.e., strut gages, buckets) will be signed out by flightline expediters at the beginning of the period from the support section using PACAF IMT 140.

13.2.1.5.1.8. (Added) The expediter who signed out the equipment will be responsible for monitoring and tracking who has it until the end of the period, when the expediter will turn the equipment back in to support.

13.2.1.5.1.9. (Added) During shift change, the incoming expediter will inventory all CTKs and support equipment the outgoing expediter signed for, and complete and sign an AF IMT 1297, annotating all equipment to be turned over. The outgoing expediter's name and rank and off-duty phone number will be printed clearly on the AF IMT 1297, or on the automated tool control system product.

13.2.1.5.1.10. (Added) The completed AF IMT 1297 or automated tool control system product will be turned in to support.

13.2.1.5.1.11. (Added) At least once every 24-hour period, a support technician:

13.2.1.5.1.12. (Added) Verifies that all equipment that is signed out is annotated on an AF IMT 1297 or automated tool control product.

13.2.1.5.1.13. (Added) Physically inventories all CTKs and support equipment that is signed out, annotating the location of the CTK or equipment.

13.2.1.5.1.14. (Added) If a missing tool is identified during the period, the most recent hand receipt on hand in support will be pulled and the individual signing out the tool kit will be held responsible. Therefore, it is incumbent upon oncoming personnel to do a thorough tool inventory and FOD search before signing the AF IMT 1297.

13.2.1.5.1.15. (Added) At the end of the period (i.e., ENDEX), all CTKs and support equipment will be turned in to the support section by the person who most recently took the CTKs or support equipment.

13.2.1.11. The 8th Maintenance Squadron, Maintenance Operations is the final local manufacture approval authority for:

13.2.1.11.1. (Added) Stock listed items not source coded JBD (local manufacture not authorized).

13.2.1.11.2. (Added) Non-stock listed items to be made per other than technical order specifications.

13.2.1.11.3. (Added) Local manufacture of locally designed tools or equipment must be reviewed by 8 MXG/MXQ and approved by the 8 MXG/CC. If local manufactured tools or equipment are designated in technical orders or equipment drawings, the fabricating flight chief will be the approval authority. For further details refer to the 8 MXG/MXQ approved "Local Manufactured Tool Handbook", maintained in the 8 MXG/MXQ.

13.2.1.12. Depot teams, factory representatives, and contract field teams will be briefed by 8 MXG/MXQ on local CTK procedures prior to any work being accomplished on aircraft or equipment.

13.2.1.13.2. Dispatched CTKs from Life Support will be maintained and controlled IAW AFI 21-101, and this supplement.

13.2.1.13.3. The sign-in/out blocks on the PACAF IMT 140 will not be signed by the same individual. Individuals working weekend duty will have an on-duty supervisor in-check the CTK. If needed, have a supervisor from another section or squadron annotates the "in" block. The same procedure is applicable if using TAS.

13.3.4.14. All explosion-proof extension lights as identified by manufacturer's specifications, NSN, or stock class will be inspected semiannually, at a minimum, by a qualified technician IAW T.O. 35F5-1-2, *Explosion Proof Lanterns, and Extension Light Assemblies*, using the Initial Issue from stock criteria. Lights not meeting the initial issue from stock criteria will be removed from service and replaced. Shop chiefs, depending on the frequency of use may establish shorter intervals. Qualified technicians for the purpose of this inspection include electricians, avionics specialists, or electronic maintenance specialists. Personnel not previously identified may be qualified by attending a course on inspection of the light at the Electro-Environmental Control Shop. The training will be documented in the individual's AF Form 623, on an AF IMT 797. All explosion proof light inspections will be documented on an AFTO IMT 244.

13.4.1. The first four digits of the CTK number will designate the user's work center per **Attachment 11 (Added)**.

13.5.2.2.1. (Added) Squadrons may institute more frequent inspections as desired to reverse adverse trends, address problem areas, etc. Document these types of inspections on AF IMT 2411 and/or TAS. These inspections will not replace the semi-annual requirement in the paragraph above.

13.7.1.1. Only automotive key rings will be used for CTK keys (i.e., split ring circular, non-clip-on). Keys will be tagged, etched, or marked with the CTK number.

13.7.1.2. CTKs will never be locked to AGE, fire extinguishers, aircraft, or any other item/location that may hamper maintenance or emergency operations. Keys will not be left with unattended CTKs.

13.8.1.1. MOC will transmit all pertinent information about the lost item over all radio nets to assist in immediate location of the item. MOC will also immediately notify the 8 MXG/CC and 8 OG/CC, 8 MXG/MXQ, and the 8 FW FOD NCO.

13.8.1.5. 8 MXG/MXQA will assign a Control Number for the PACAF IMT 140a.

13.10. All shop rags, canopy cloths, and brag rags will be controlled in the same manner as tools. The procedures for lost tools apply to shop rags, canopy cloths, and brag rags. Shop rags will be procured from base supply using stock number 7920-01-454-1148 or equivalent, except for the 8 MXS/MXMFS. Accountability of all rags will be the responsibility of the owning organization.

13.10.4. (Added) Organizations and shops that use paint, sealant, or such materials, need to use blue brag rags or equivalent in place of shop towels. Such material does not come out of the towels during the cleaning process and the towel is no longer usable. The blue brag rags will be disposed of, by approved means, after turn-in to the tool room.

13.10.5. (Added) Organizations and shops that use the lint free cloths (canopy cloths) in rolls will ensure each cloth is cut to an approximate size of 25 inches by 25 inches, unless the cloth is pre-cut by the manufacturer.

13.11. The 8 FW Warranted Tool Program is for Snap-On tools. Warranty procedures are contained in AFMAN 23-110, Vol. 2, Part 2, Chapter 23, Section F. Snap-On specific procedures are contained in the manufacturer's warranty, maintained by the 8 FW PIM.

15.2.2.2. Flying Hour Accounting:

15.2.2.2.1. (Added) 8 MOS PS&D will distribute through e-mail, the Aircraft Utilization Report (AUR) daily/monthly for verification of previous days flying hour data.

15.2.2.2.2. (Added) Daily and monthly AUR will be filed as appropriate. 8 MOS/PS&D will forward daily/monthly AUR to 35 FS/80 FS Squadron Aviation Resource Manager (SARM), 8 OSS/OSO and AMU debrief sections.

15.2.2.2.3. (Added) OS and AMU debrief sections will:

15.2.2.2.3.1. (Added) Appoint, by memorandum letter, a point of contact to validate flying hours as required.

15.2.2.2.3.2. (Added) Print and verify the daily/monthly AUR and DELTA sheets against the AFTO IMT 781, for accuracy, annotating the AUR with corrections made.

15.2.2.2.3.3. (Added) AMU debrief and OS AFORMS sections will ensure information is correct in IMDS, AFORMS, DELTA Sheet, and the original AFTO IMT 781. Both monitors will forward the signed daily/monthly AUR to the 8 MOS/PS&D within 1-workday of receipt. E-mail with the attached AUR is required; a summary of corrections must be made on the e-mail itself.

15.2.2.6. Dash 21 Equipment Accountability:

15.2.2.6.1. (Added) Management of the AF IMT 2692, *Aircraft/Missile Equipment Transfer/Shipping List*, dash 21 equipment is delegated to the AMU PS&D and they must ensure compliance with AFI 21-103, Chapter 9, Section C and the PACAF Supplement 1, specifically the control, monitoring, and distribution of the forms.

15.2.2.6.2. (Added) AMUs and 8 MXS, (if applicable) must appoint, by memorandum letter, a dash 21 account custodians and forward the letter when changes occur to 8 MOS/PS&D.

15.2.2.6.3. (Added) 8 MOS/PS&D will publish in the monthly/weekly flying and maintenance schedule to notify applicable agencies of dash 21 equipment movements.

15.2.2.6.4. (Added) AMU PS&D will maintain a master AF IMT 2692, identifying the equipment required for permanent transfer.

15.2.3.1. AMUs, Engine Management Element (EME), AGE and Armament will maintain the following IMDS products, manually updating as changes occur, replacing when a new product is requested:

15.2.3.1.1. (Added) AMUs are responsible for reviewing Planning Requirement for Special Inspections and Time Changes (PRA), Workable TCTO listing (WTR), TDI or on-line product. As a minimum a phase TDI will be ran monthly and kept on file. In addition, AMUs are responsible for a TSS monthly. If on-line products are used, review the TSS quarterly for discrepancies.

15.2.3.1.2. (Added) 8 MXS/MXMR is responsible for reviewing TSS, TDI and WTR monthly. If on-line products are used, review the TSS quarterly for discrepancies.

15.2.3.1.3. (Added) AGE is responsible for reviewing GTM, TSS and WTR monthly. If on-line products are used, review the TSS quarterly for discrepancies.

15.2.3.1.4. (Added) EME is responsible for reviewing TSS and WTR monthly. If on-line products are used, review the TSS quarterly for discrepancies.

15.2.3.1.5. (Added) Manual Job Control Numbers. Manual JCNs are used when IMDS is down or not available. A listing is contained in **Attachment 14 (Added)** of this supplement. Maintenance agencies will notify 8 MOS/PS&D when changes are required to add or delete JCNs for their sections.

15.2.3.3.1. (Added) Standardized Aircraft Jacket File. The following is the standard for aircraft jacket files.

15.2.3.3.1.1. (Added) AFTO IMT 781 for Jan/May/Sep.

15.2.3.3.1.2. (Added) AFTO IMT 781 for Feb/Jun/Oct.

15.2.3.3.1.3. (Added) AFTO IMT 781 for Mar/Jul/Nov.

15.2.3.3.1.4. (Added) AFTO IMT 781 for Apr/Aug/Dec.

15.2.3.3.1.5. (Added) Aircraft AFTO IMT 95s.

15.2.3.3.1.6. (Added) 11000 SERIES AFTO IMT 95s (11LA0, 11MA0).

15.2.3.3.1.7. (Added) 12000 SERIES AFTO IMT 95s (12CA0, 12CAC, 12CAG, 12CAH) (12E00, 2EA, F-16D).

15.2.3.3.1.8. (Added) 13000 SERIES AFTO IMT 95s (13HAC, 12HAD, & 13LB0).

15.2.3.3.1.9. (Added) 13000 SERIES AFTO IMT 95s (13HAE & 13HAF).

15.2.3.3.1.10. (Added) 13000 SERIES AFTO IMT 95s (13HBJ, 13HBK, 13HBL, & 13HBM).

15.2.3.3.1.11. (Added) 13000 SERIES AFTO IMT 95s (13JAA & 13JAG).

15.2.3.3.1.12. (Added) 14000 SERIES AFTO IMT 95s (14ABC & 14CB0).

15.2.3.3.1.13. (Added) 24000 SERIES AFTO IMT 95s (24AA0, 24EA0, 24EBA & 24DA0).

15.2.3.3.1.14. (Added) 27000 SERIES AFTO IMT 95s (Located at EME).

15.2.3.3.1.15. (Added) 75000 SERIES AFTO IMT 95s (Located at Armament Shop).

15.2.3.3.1.16. (Added) 76000 SERIES AFTO IMT 95s (Located at EWS Shop).

15.2.3.3.1.17. (Added) Fuel Cell Records.

15.2.3.3.1.18. (Added) Current ADR.

15.2.3.3.1.19. (Added) Last 2 Phase Packages.

15.2.3.3.1.20. (Added) ASIP Paperwork.

15.2.3.3.1.21. (Added) TCTO History File.

15.2.3.3.1.22. (Added) Time Change File.

15.2.3.3.1.23. (Added) FCF Checklist.

15.2.3.3.1.24. (Added) Weight & Balance Records (Located at 8 MXG/MXQA).

15.2.3.3.1.25. (Added) JOAP Records (Located at NDI).

15.2.3.3.1.26. (Added) Transfer/Acceptance Records.

15.2.3.3.1.27. (Added) DD Form 250, *Material Inspection and Receiving Report*.

15.2.3.3.1.28. (Added) Survival Equipment Records (Located at Survival Shop).

15.2.3.3.1.29. (Added) TRE.

15.2.3.3.1.30. (Added) Miscellaneous.

15.2.3.3.1.31. (Added) Blank.

15.2.3.4.2. AMUs will schedule ADRs utilizing a locally developed checklist. AMU PS&D will file the completed ADR package in the aircraft jacket file.

15.2.3.4.2.1. (Added) Deployed Procedures:

15.2.3.4.2.1.1. (Added) If IMDS and AMU maintenance schedulers are available, use the same procedures and checklist as home station document reviews.

15.2.3.4.2.1.2. (Added) If IMDS is unavailable and an AMU maintenance scheduler is available, the scheduler will hand carry IMDS product ADR, perform document reviews per the checklist and manually update the ADR until aircraft return to home station or until updated products are received from home station.

15.2.3.4.2.1.3. (Added) If IMDS and AMU maintenance schedulers are unavailable, the deployed AMU supervision will ensure AFTO IMT 781F, AFTO IMT 781H, AFTO IMT 781J, and AFTO IMT 781K are faxed to the home station AMU maintenance scheduler for document review. Once the document review is completed, the AMU maintenance scheduler will notify deployed AMU supervision to sign off the write-up in the aircraft forms.

15.2.3.9. AMU PS&D will control and limit access to the aircraft jacket file and historical records as directed by impounding officer/senior NCO. AMU PS&D will comply with additional records management as directed by impoundment officials.

15.2.4.1.1. (Added) 8 MOS PS&D will notify AMU PS&D before any changes to the JML affecting aircraft special inspections and time change items.

15.3.6. AMUs will conduct a Pre-Dock meeting prior to input and a Post-Dock meeting when the inspection has been completed. AMUs that perform their inspection off station will Pre-/Post-dock per their respective maintenance agreements.

15.3.6.1. Coordinate early inspections of NIE with armament scheduler. Typically, inspections will not be scheduled if more than 60 days before next due date. Validate requirements outside this window at wing shared resources meetings.

15.3.6.3. All attendees will sign the AF IMT 2410 and the AMU PS&D section will file it as part of the phase package after the phase post-dock meeting. As a minimum the following will make up the core of the pre/post dock meeting:

15.3.6.3.1. (Added) AMU Maintenance Scheduler.

15.3.6.3.2. (Added) Dedicated Crew Chief or Assistant.

15.3.6.3.3. (Added) AMU Production Supervisor.

15.3.6.3.4. (Added) 8 MXS Production Supervisor.

15.3.6.3.5. (Added) Phase Dock Chief.

15.3.6.3.6. (Added) Fuel Shop.

15.3.6.3.7. (Added) NDI.

15.3.6.3.8. (Added) Egress.

15.3.6.3.9. (Added) Other work centers as required/requested by the AMU PS&D and Dock Chief to discuss specific discrepancies.

15.3.7. AMU PS&D will ensure all JCNs listed in the work package are closed out in the MIS.

15.4. 8 MOS/MXOOP will maintain the master file of the AF IMT 2408 and AF IMT 2409. If any agency requires changes to the master file, they must contact 8 MOS/MXOOP, who will determine if a meeting with all affected agencies is needed.

15.11.1. Changes to IMDS will not be made until 8 MOS/MXOOP receives a copy of the 107/ED request, via e-mail submission to depot, using the date/time group of the e-mail as the time of possession identifier change. When 107/ED response is received from Depot, the date/time group of receipt will be used to change possession back to CC.

15.11.2. AMU PS&D will file the work package completed by the DFT in aircraft jacket file and make the necessary entries into the aircraft automated AFTO IMT 95.

15.13.1.2.1. (Added) AMU PS&D will submit their quarterly time change forecast to 8 MOS PS&D NLT the 10th of February, May, August, and November. 8 MOS PS&D will consolidate forecasts and forward to appropriate agencies.

15.13.1.2.2. (Added) Life Support (8 OSS/OSTL) will submit their annual life support coordinated forecast to 8 MOS PS&D NLT 15 October. 8 MOS PS&D will consolidate forecasts and forward to the appropriate agencies.

15.13.2.2. AMU PS&D will load and validate all applicable TCIs to newly assigned aircraft and parts changed at the depots. 8 MOS PS&D will validate when updates are completed through their quarterly validations of the database.

15.13.2.3.1. (Added) All performing work centers will load, install, and remove all applicable TCIs in IMDS for work performed by home station.

15.13.2.3.1.1. (Added) AMU PS&D will process suspense and load the job standard.

15.13.2.3.2. (Added) During non-availability of AMU PS&D, egress will load, install, remove, and validate time critical suspense's for applicable TCIs in IMDS.

15.12.2.3.2.1. (Added) For all Egress TCIs completed, egress will provide a copy (can be e-mailed, faxed, or hand carried) of a 122 screen that shows job completion NLT the following duty day to the applicable AMU PS&D.

15.13.2.3.2.2. (Added) AMU PS&D will use hard copy 122 to annotate the PRA, then file the hard copy 122 in the aircraft jacket file and verify the data entered when a new PRA is run.

15.13.2.4. AMU PS&D will process suspense validations a minimum of three times per shift.

15.14.1. Request an ACMS (IMDS screen 942) report prior to an aircraft entering phase inspections identify those items being shown as out of configuration in IMDS and give to the phase dock chief for correction at the phase Pre-Dock meeting. AMU PS&D will forward the ACMS report to MOF PS&D for validating corrections after the Post-Dock meeting

15.15.3.1. Acceptance and transfer inspections will be accomplished on all aircraft transferred [permanent, temporary, DFT, or CFT] using the Local Checklist at **Attachment 12 (Added)** and **Attachment 13 (Added)** of this supplement. Extent of the acceptance inspection required is determined by the respective AMU OIC/NCOIC in consultation with 8 MXG/MXQA.

16.1.20.4. Bomb Y-Stand and Missile/AME Rack inspection requirements:

16.1.20.4.1. (Added) Visually inspect for damage and defects.

16.1.20.4.2. (Added) Visually inspect for cracks on frame, weld joints, and/or hooks.

16.1.20.4.3. (Added) Visually inspect for unserviceable protective padding.

16.1.20.4.4. (Added) Perform visual inspection of associated hardware (i.e., chocks and straps).

16.1.20.4.5. (Added) Visually inspect for corrosion and lubricate as required.

16.1.20.4.6. (Added) Missile Rack Use. Visually inspect the rack to wall welds for security prior to placing missile on rack. Visually inspect wooden chocks for serviceability. If chocks have severe cracks, which could result in damage to missiles, do not use. Missiles must remain secure until prior to use. Visually inspect chocks prior to removing safety belts to ensure damage to missiles has not occurred.

16.17. **Storage of Impulse Cartridges from Transient Aircraft:**

16.17.1. (Added) WS will maintain a cart canister for the purpose of storing impulse cartridges removed from transient aircraft. The impulse cart canister will be painted red and clearly identified with the phrase "TRANSIENT AIRCRAFT IMPULSE CARTS" stenciled on the side.

16.17.2. (Added) When tasked to remove/install impulse cartridges from/to transient aircraft, WS will coordinate with either the 35 AMU or 80 AMU Weapons Section Chief/Expediter.

18.2.4. **ACC Form 64 will be used locally to add/remove individuals from the SCR.**

18.5.10.3. (Added) An aircraft that is undergoing phase inspection will not be CANNed from without 8 MXS Maintenance Operation coordination.

18.5.12.1. (Added) A document review will be accomplished upon aircraft entry into CANN status and every seven days until first flight after CANN Status. Vacuum/Clean and inspect cockpit for security (knobs, switches, screws, etc.), replace and document any missing hardware (DCC) (Red -).

18.5.12.2. (Added) An aircraft identified for CANN status will normally be scheduled for a 30-day cycle.

18.6.6. The AMU will schedule an OCF for all Category two hangar queen aircraft.

18.6.11.2.2. AMU Plans and Scheduling will schedule a document review to occur every seven calendar days

18.8. **ACS Program.**

18.8.1. The ACS Program for ROKAF and USAF aircraft is established by International Memorandum of Understanding FB52CX-MOUI-2016, managed by 8 MOS/MXO.

18.8.4.3. (Added) The 8 MXS:

18.8.4.3.1. (Added) Provides task qualified TA personnel to perform ACS.

18.8.4.4. (Added) 8 MXG/MXW Responsibilities:

18.8.4.4.1. (Added) Provides task qualified Lead Crews to perform ACS. Weapons Standardization will perform all scheduled ACS arming/dearming actions. In unusual circumstances when WS is not available, any certified load crew member may perform arming/dearming on F-16 aircraft only.

18.8.4.4.2. (Added) F-16 only. Upon notification of inbound combat cross-servicing and/or cross-servicing aircraft, coordinate with TA to obtain parking locations for weapons loading operations.

18.8.4.4.3. (Added) Verify parking location is sited and Net Explosive Weight (NEW) is adequate for munitions to be loaded.

18.8.4.4.4. (Added) Verify munitions are in place and match mission requirements.

18.8.4.4.5. (Added) Coordinate with 35 AMU and 80 AMU weapons section chiefs/expediter to ensure load crews are available to support loading requirements.

18.10.9. (Added) **Local ASIP Procedures POC is 8 MXG/MXQA.**

18.13.11. (Added) EOR local procedures managed by 8 AMXS/MXA.

18.13.11.1. (Added) For normal daily flying, each AMU will supply four TAMS (two arm, two de-arm) and a minimum of two qualified weapons (one checklist qualified) sub-crews at arm/de-arm for a duration of 14 days. If full load crews are utilized at de-arm, two TAMS requirements are not required. Team members will report to the EOR Supervisor as directed and release one de-arm weapons crew/sub-crew back to AMUs when flying is reduced. Additional crews will be added as required to support surge or Large Force Exercise (LFE) operations.

18.13.11.2. (Added) Assigned EOR team members will hand carry their training records to the EOR Supervisor to verify qualifications. Section Chiefs may coordinate with EOR Supervisor for individuals who require EOR training for upgrade.

18.13.11.3. (Added) EOR Supervisor will ensure all team members receive procedural and safety training prior to assuming duties to include the EOR checklist, dangers of explosive loaded aircraft, and emergency procedures.

18.13.11.4. (Added) EOR supervisor will maintain a CTK IAW Chapter 13 for all required equipment.

18.13.11.5. (Added) EOR Supervisor will forward discrepancies by email to squadron supervision and MOC daily at the end of flying. AMUs are responsible to ensure EOR discrepancies are debriefed by pilots and entered in the MIS.

18.19.11.1.1. (Added) When directed by the 8 MXG/CC, munitions will be pre-positioned in aircraft shelters. During exercises and contingencies, trailers may be rolled in on both sides of the shelters to protect munitions. In no case will the sited NEW limits be exceeded.

18.19.11.1.2. (Added) Responsibilities. Locations for placement/storage of munitions will be coordinated through the 8 MXS/MXMW and respective AMU weapons section. Munitions may be positioned on “Y” stands as indicated on the HAS floor plan and AFMAN 91-201.

18.19.11.1.3. (Added) 8 MXS/MXMW:

18.19.11.1.3.1. (Added) Delivers munitions to pre-positioned locations:

18.19.11.1.3.1.1. (Added) AIM-9 and AIM-120 missiles will be delivered on trailers uncontainerized to the maximum extent possible. They will be stored on trailers or stationary missile racks inside of the structures.

18.19.11.1.3.1.2. (Added) AGM-65: Missiles will be delivered on trailers containerized, and stored in their shipping/handling containers, on the floor inside the structures, but not stacked on one another.

18.19.11.1.3.2. (Added) Post applicable fire symbol at the Whiskey Gate entrance to the flight line from the MSA upon introducing munitions on the flight line. 8 AMXS personnel will post appropriate fire symbols at all other entry control points

18.19.11.1.3.3. (Added) Ensures all required maintenance and periodic inspections on munitions and containers are complied with.

18.19.11.1.4. (Added) AMU Weapons Section:

18.19.11.1.4.1. (Added) The weapons expediter will notify the MOC of fire symbol changes made to the HASs and flows.

18.19.11.1.4.2. (Added) Ensures daily security and verification checks of munitions and containers are performed. Checks will include:

18.19.11.1.4.2.1. (Added) Inspecting AIM-9 and AIM-120 missiles to ensure:

18.19.11.1.4.2.1.1. (Added) All safing gear is installed.

18.19.11.1.4.2.1.2. (Added) No damage has occurred to missile.

18.19.11.1.4.2.1.3. (Added) All accessories are complete and undamaged.

18.19.11.1.4.2.1.4. (Added) Missile locations have not changed.

18.19.11.1.4.2.2. (Added) Inspecting AGM-65 to ensure:

18.19.11.1.4.2.2.1. (Added) Container is grounded and lid is installed/secured

18.19.11.1.4.2.2.2. (Added) Missile locations have not changed.

18.19.11.1.4.2.3. (Added) Ensuring chaff and flare modules are stored IAW applicable tech data.

18.19.11.1.4.2.4. (Added) Ensuring BDU-33s are placed on approved racks if available or on PAS footing.

18.19.11.1.4.2.5. (Added) Ensuring bombs and accessories are safe and locations have not changed.

18.20.2.3. (Added) Exceptional release by AMU production supervisor is required after any RED BALL requiring maintenance action occurs.

18.20.2.4. (Added) Proper cannibalization procedures will be followed during RED BALL conditions.

18.20.2.5. (Added) Corrected write-ups will be entered and completed in the MIS as soon as possible. Make all attempts to complete the documentation prior to aircraft launch.

18.23.1. Commanders are responsible for establishing and implementing procedures to prevent FOD.

18.23.2.7.1. (Added) Work areas/Facility:

18.23.2.7.1.1. (Added) Building custodian or shop chief will monitor work areas to ensure they stay FOD free at all times.

18.23.2.7.1.2. (Added) Unit, flight or section FOD Prevention Representatives will conduct weekly spot checks of their facilities to identify and coordinate corrective actions for FOD problem areas.

18.23.2.7.1.3. (Added) A minimum of one trashcan with a lid will be available in each maintenance work area or aircraft parking bay.

18.23.2.7.1.4. (Added) Each CTK used on the flight line will have a FOD bag included.

18.23.2.7.1.5. (Added) Store all loose hardware in draw string (cloth) bags or zip lock plastic bags and annotate the bag with the quantity of each item (i.e., five bolts, five nuts). Furthermore, annotate the bag with the serial number of the aircraft, uninstalled engine, age, and/or off equipment component.

18.23.2.7.1.6. (Added) Do not lay foreign objects on the ground or in drip pans.

18.23.2.7.1.7. (Added) Do not mix tools and hardware.

18.23.2.8.1. (Added) Consumable Control/Operating Stock:

18.23.2.8.1.1. (Added) Consumables are hardware and materials utilized or expended during the course of maintenance, repair, or manufacturing. Consumable material managers should enforce strict control on access to consumables and should exercise methods to reduce excess material usage. Personnel will prevent intermingling in supply bins. Excess stock should be controlled in a secure area until needed.

18.23.2.11. See 8 MXG FOD Walk Responsibilities policy letter.

18.23.2.12. Do not wear:

18.23.2.12.1. (Added) Hats on the flight line. Exceptions are 8 SFS berets, government issued cold weather hats that have chin straps, stocking caps, bicycle safety helmets, navy bump helmets, tank driver helmets, and combat helmets. Secure straps under the chin at all times while on the flight line.

18.23.2.12.2. (Added) Any type of hat or helmet within 25 feet of the intake of an operating aircraft.

18.23.2.12.3. (Added) Ponchos within 25 feet of the intake of an operating aircraft.

18.23.2.15.1. (Added) If the tool/item is lost in the cockpit, commence a thorough search of the cockpit for at least 30 minutes (utilizing a flex borescope, flashlight, mirror, and etc.). If item/tool is not found notify the 8 MXS Production Supervisor to have Egress manually raise and tilt the seat.

18.23.2.15.2. (Added) If the lost tool/item is not located after raising and tilting the seat and further inspections with the flex borescope, notify the 8 MXS production supervisor to have Egress remove the seat(s) and canopy to facilitate further searches. Removal of the control panels from the left and right consoles as required accomplishing a thorough inspection.

18.23.2.15.3. (Added) If tool/item is still lost after a thorough inspection of the cockpit, coordinate with the 8 MXG/CC to determine if actions complied with are deemed adequate to terminate the inspection or if further actions are required (i.e., X-raying). (See Chapter 11 for further impoundment procedures.)

18.23.2.15.4. (Added) If the tool/item cannot be found, describe the situation and what type of corrective action was taken on the lost tool/item report and hand carry to appropriate offices for review.

18.23.2.15.5. (Added) Prior to installation of the seat, canopy and console control panels, the cockpit area will be vacuumed.

18.23.2.15.6. (Added) A thorough inspection of the cockpit will be conducted by qualified five and seven level personnel prior to seat and canopy installation.

18.23.2.16.1. (Added) Empty all pockets, including Ground Crew Ensemble (GCE) if worn, prior to wearing a “bunny” suit.

18.23.2.16.2. (Added) Empty all pockets prior to entering aircraft cockpit.

18.23.2.16.3. (Added) Individual Protective Equipment (IPE) such as helmets, flak vests, web gear, etc. will not be worn in aircraft cockpits or when performing cockpit maintenance. This does not include necessary protective gear such as hearing protection, eye protection, etc as required.

18.23.2.16.4. (Added) Store items removed from the aircraft in the crew chief shack or metal container next to the sidewall.

18.23.2.16.5. (Added) Anyone working in or around the aircraft must account for tools and items (to include hardware, miscellaneous objects, and personnel items).

18.23.2.18.1. (Added) A thorough intake inspection will be accomplished after completion of any maintenance performed in aircraft intake area by a certified individual. The inspection will be a Red X and will be annotated in AFTO IMT 781A with the following statement in the discrepancy block, "Intake inspection required after intake maintenance."

18.23.3.1.1. (Added) Check the serviceability of the ground cable daily.

18.23.3.1.2. (Added) When not in use store ground cables in the crew chief shack or metal container.

18.23.4.1. (Added) Flight line Vehicle FOD Prevention:

18.23.4.1.1. (Added) Vehicles returning to airfield taxiways from unpaved or broken pavement areas will have a FOD check performed by the vehicle operator.

18.23.4.1.2. (Added) FOD containers must be secured to the vehicle in a manner that would prevent the container from tipping over while the vehicle is in motion. The lid must be secured to prevent the container from inadvertently opening.

18.23.4.1.3. (Added) All pintle hooks will have cotter pin installed whether open or closed, and pin will be secured to vehicle or support equipment by means of chain or wire rope.

18.23.4.1.4. (Added) During the winter season Airfield Management will determine when the use of chains is authorized.

18.23.7.1. 8 MXG/MXQA 2A671A/Propulsion Inspector will act as the assistant to the FOD Manager and will represent the FOD manager on deployments or at any time the FOD manager is absent. During deployments where no 8 MXG/MXQ personnel are deployed, the senior member is responsible for the FOD Prevention Program.

18.23.7.2.1.1. (Added) A FOD bulletin board is kept at each unit location. One centrally located board may cover all shops located in a single building. Placement is at the discretion of the individual squadron, but the location must provide the greatest visual access to personnel. The squadrons are responsible for obtaining and maintaining the bulletin board. The space on the bulletin board may be shared provided the following items are displayed:

18.23.7.2.1.2. (Added) Most recent FOD Flashes published by the Wing FOD Prevention Monitor.

18.23.7.2.1.3. (Added) FOD Prevention Point of Contact visual aid.

18.23.7.2.1.4. (Added) Posters, pictures, and other items pertaining to FOD prevention.

18.23.7.2.1.5. (Added) When flight chiefs appoint flight FOD representatives to assist the unit representative, letters of appointment for those flight representatives will be maintained under TAB D of the unit continuity binder.

18.23.8.4. FOD Prevention Awareness Training is provided to all personnel who attend Maintenance Orientation training accomplished every Wednesday at 08:30 (schedule permitting) at Building 911.

18.23.8.8. 8 FW/CV and FOD manager will promote a wing wide quarterly FOD Prevention Poster contest, FOD Fighter of the Quarter contest, Golden Bolt Awards, and a Squadron FOD Award. All winners receive a FOD Coin except for the Squadron FOD Award. The awards are given out at the Sr. FOD Council Meeting by the 8 FW/CC or 8 FW/CV or designated representative.

18.23.8.8.1. (Added) The Golden Bolt: An object made out of a material that will pose no harm to the jet engine. The object has the words "GOLDEN BOLT" written on it and includes the phone number of the FOD manager. Personnel finding the object will return it to the FOD manager.

18.23.8.8.1.1. (Added) There are three Golden Bolt winners per quarter. Winners receive a letter of appreciation and a two-day pass from the 8 FW/CV and Services Bucks from the 8th Services Squadron (8 SVS).

18.23.8.8.2. (Added) FOD Fighter of the Quarter: Supervisors may submit nominations in memorandum format to the FOD manager by the last day of the quarter.

18.23.8.8.2.1. (Added) The junior FOD Council and/or the FOD manager select the winner based on the likelihood that the action taken by the individual will prevent a FOD mishap.

18.23.8.8.2.2. (Added) The winner receives a plaque, a three-day pass from the 8 FW/CV, and Services Bucks from 8 SVS.

18.23.8.8.3. (Added) FOD Prevention Poster of the Quarter: Individuals may submit entries to the FOD manager by the last day of the quarter.

18.23.8.8.3.1. (Added) Submit original artwork or page type layout posters (8 ½x11-inch paper). Submissions in PowerPoint format are preferred, but not mandatory. Posters with copyrighted or obscene material are not accepted.

18.23.8.8.3.2. (Added) The junior FOD council and/or FOD manager selects the winner who receives a plaque, a three-day pass from the 8 FW/CV, and "Services Buck" from the 8 SVS. If possible the winning poster is printed in the Wolf Pack Warrior.

18.23.8.8.4. (Added) The Squadron FOD Award: This is awarded to the squadron with the lowest FO find rate in the 8 MXG/MXQA Quarterly summaries. The winning squadron receives a traveling plaque. The squadron with the most wins keeps the plague at the end of the fiscal year.

18.23.8.11. (Added) Conduct all engine and aircraft FOD investigations, assign control numbers, and forward information to the PACAF FOD Manager. Investigation is geared toward determining cause of damage, preventability, and assigning a dollar value for repairs based on parts and labor.

18.23.8.12. (Added) Conduct daily airfield inspections 2-3 hours before the first launch of the day (daylight permitting). Collect FO as he/she finds it. Save and identify unusual FO for show- and- tell. Call Base Operations for sweepers as needed. Assessment of airfield sweeps are accomplished to identify damage pavement, retrieve debris, report areas requiring sweeping, and to ensure FOD walk/inspections are being performed adequately.

18.23.8.13. (Added) Perform inspections using the 8 FW PAS daily inspection checklists and annotate them on the weekly FOD slides.

18.23.8.14. (Added) Send out FOD Flashes to all maintenance activities to highlight FOD issues and provide the general information for the prevention of FOD.

18.23.8.15. (Added) Coordinate with Base Operations for sweeper support or any flight line repair action and report if repairs are completed in a timely manner to 8 MXG/CC.

18.23.8.16. (Added) Act as alternate 8 MXG/MXQA Inspector and Evaluation Team (EET) member.

18.23.9. Snow and Ice Removal procedures are outlined in 8 FWI 32-1001.

18.23.9.19. (Added) When FOD is confirmed to an aircraft engine, a seven-level qualified technician will inspect the damage to determine if it is within serviceable or repairable limits. See T.O.1F-16() -2-70FI -00-11 (flightline) and T.O. 2J-F110-6-4 (backshop) for borescope inspections that are required.

18.23.9.19.1. (Added) If the damage is out of serviceable limits but repairable, a qualified blade-blending technician must perform the repair. The wing FOD NCO will be notified prior to performing the repair.

18.23.10. 8 OSS Weather Flight responsibilities for disseminating Ice FOD Potential Weather Advisories are outlined in 8 FWI 15-101.

18.23.10.4. (Added) Squadron commanders on the committee will forward a copy of the letter appointing their unit FOD/DOP prevention representative and alternate containing the individual's name, rank, duty phone, e-mail address, office symbol, and DEROS to the Wing FOD Prevention Monitor.

18.23.10.4.1. (Added) Unit FOD prevention representatives will ensure:

18.23.10.4.1.1. (Added) A FOD continuity binder is maintained and set up as follows:

18.23.10.4.1.1.1. (Added) TAB A – Mission, Vision, and Goal Statement.

18.23.10.4.1.1.2. (Added) TAB B – FOD/DOP Program Talking Paper.

18.23.10.4.1.1.3. (Added) TAB C – FOD Manager Duties.

18.23.10.4.1.1.4. (Added) TAB D – Appointment Letters.

18.23.10.4.1.1.5. (Added) TAB E – Key Personnel/Contacts.

18.23.10.4.1.1.6. (Added) TAB F – Sr. FOD Council Information.

18.23.10.4.1.1.7. (Added) TAB G – Jr. FOD Council Information.

18.23.10.4.1.1.8. (Added) TAB H – Quarterly FOD Reports.

18.23.10.4.1.1.9. (Added) TAB I – Self-Inspection Checklists.

18.23.10.4.1.1.10. (Added) TAB J – FOD Flashes.

18.23.10.4.1.1.11. (Added) TAB K – FOD/DOP Training.

18.23.11. SOF procedures for Ice FOD Potential are outlined in AFI 11-418/8 FW Supplement 1.

18.23.11.4. The 8 FW FOD/DOP program monitor will:

18.23.11.4.1. (Added) Establish and maintain a formal tracking system for all 8 FW IMT 8, *Dropped Object Worksheet*, maintain all 8 FW IMT 8, and log all dropped object investigations.

18.23.11.4.2. (Added) Investigate, determine causes, inform supervisors, and initiate corrective actions with assistance from 8 MXG/MXQA.

18.23.11.4.3. (Added) Disseminate dropped object cross tell information to all unit DOP monitors.

18.23.11.5.1. MOC reports all dropped objects to 8 FW/CV, 8 MXG/CC, 8 FW/SE, 8 OSS/OSAM and the 8 FW FOD/DOP monitor.

18.23.11.6. (Added) Unit DOP monitors ensure all personnel are briefed on dropped object crosstells and findings on local dropped object incidents. Immediately notify MOC of all dropped objects.

18.23.12. (Added) Report Ice FOD damage IAW AFI 21-101, paragraphs 18.23.9.2.1 and 18.23.9.3.1.

18.23.12.1. (Added) If an aircraft is required to shutdown due to inlet icing, write up the icing incident in the AFTO IMT 781As and inspect the engine inlet 1st stage fan blades for potential damage.

18.23.13. (Added) The decision to continue flying operations when icing conditions exist is made by the 35 FS and 80 FS Operations Officer (or Squadron Top Three) in consultation with the 8 OG/CC.

18.23.13.1. (Added) The following procedures apply to maintenance engine runs during an ice FOD potential alert:

18.23.13.2. (Added) The production supervisor may authorize mission essential maintenance runs during icing conditions; however, he/she must ensure engine run times and power settings are kept to a minimum. If the mission essential maintenance run is accomplished at night, it is the responsibility of the production supervisor to ensure there is proper lighting.

18.23.13.3. (Added) The engine run operator is responsible for briefing the ice observers and ground observers on the intake danger areas, appearance of ice build up, and all applicable emergency ground safety procedures.

18.23.13.4. (Added) Prior to engine start during ice FOD conditions, as a minimum, clear an area three feet in radius of all standing water, slush, snow, and ice directly below the intake. The last step in the removal process will be to squeegee the area in order to ensure there is no standing water.

18.23.13.5. (Added) During engine runs while in an icing condition, position a qualified individual safely in front and to the side of the aircraft to function as an ice observer and to watch for ice formation on the intake lip. The ice observer will observe from a distance of 15 feet if at idle and 25 feet above idle, as outlined in the T.O. 1F-16()-00GV-00-1. The ice observer must remain in visual contact with the ground observer who is on the headset and communications cord. Use a bright flashlight to monitor the intake lip during nighttime operations. Additional guidance for ground maintenance runs can be found in T.O. 1F-16()-70JG-00-11.

18.23.13.6. (Added) The ice observer will remain in position throughout the entire run. The ice observer will inform the ground observer who will, in turn, inform the engine run operator of any intake icing.

18.23.13.7. (Added) If at anytime an ice accumulation is observed, the engine run operator will immediately initiate engine shutdown procedures. If an aircraft is required to shutdown due to inlet icing, write up the icing incident in the AFTO IMT 781A and inspect the engine inlet and 1st stage fan blades for potential damage. Immediately inform the production superintendent of the icing incident.

18.23.14. (Added) Requirement to Inspect and Vacuum Cockpit before Ejection Seat/Seat Support Assembly Reinstallation.

18.23.14.1. (Added) Cockpit FOD inspection requirements:

18.23.14.1.1. (Added) Inspection of the cockpit will be accomplished prior to reinstallation of the ejection seat, ejection seat support assembly to include any raised configuration of the seat support assembly.

This inspection will be documented on the aircraft AFTO IMT 781A and will be annotated as a "Red X" condition. The aircraft dedicated crew chief will ensure all sections responsible for the ejection seat maintenance comply with the FOD prevention procedures outlined in this Cockpit FOD removal requirements:

18.23.14.1.2. (Added) Document the vacuum process as a "Red X" to read "Vacuum cockpit before ejection seat/support rail installation" in the aircraft AFTO IMT 781A.

18.23.14.1.3. (Added) Remove all accessible items by hand.

18.23.14.1.4. (Added) Vacuum all cockpit areas accessible, to include forward of the rudder pedals, aft of the seat support when raised or removed, aft upper transparency, and all console areas using the standard MC2A (low pack) with vacuum attachment.

18.24.1.5. (Added) The AMUs will conduct the RWR pit IAW LCL-8 FW-QA/RWR-153 and T.O. 1F-16C-99-00-01.

18.24.1.6. (Added) The RWR pits will be located either on the Parallel Taxiway, near the active departure end, on Taxiway C at the intersection of the loop or, on the taxiway at the end of the 35th flow through revetments. Airfield Management approval is required before set up. Provide airfield management the following information:

18.24.1.6.1. (Added) The type and amount of support equipment required to be on the airfield.

18.24.1.6.2. (Added) How long personnel and equipment will be on the airfield.

18.24.1.7. (Added) 35 FS and 80 FS Electronic Combat Officers (ECO) will ensure pilots are aware of the following RWR procedures:

18.24.1.7.1. (Added) Pilots will slowly enter the pit, stop, and immediately begin checking their RWR system. A thumbs up will indicate a good test. If one of the threat symbols does not display or displays incorrectly, give the maintenance specialist manning the boxes a thumbs down and point to the quad that is bad. This will assist maintenance in identifying a discrepancy and/or identifying problems with the threat simulation boxes.

18.24.1.7.1.1. (Added) RWR team leader will give pilot thumbs up or thumbs down indication and will give pilot proceed motion when check is complete. If pilot receives thumbs down indication, he should annotate the failed quadrant(s) in the AFTO IMT 781A during debriefing.

18.24.1.7.1.2. (Added) RWR team leader will contact both AMU debrief sections with any failed test equipment information or failed aircraft. AMU debrief will inform pilots of any test equipment failures to prevent equipment induced discrepancies from being annotated.

18.24.1.8. (Added) AMU's will collectively provide three personnel for RWR checks. The ranking individual will be assigned the team chief duties.

18.24.1.8.1. (Added) Team Chief will provide a safety briefing to team. Team Chief will have a radio and will monitor base operations net. Team Chief will be responsible for documenting aircraft checked and will forward all results to Wing Avionics Manager.

18.24.1.8.2. (Added) AMU's will provide RWR Team Chief with a vehicle capable of carrying three technicians and all required equipment. Team Chief will insure vehicle is available for end of runway changes or emergency taxi way clearances.

18.26.1.2.1. Interview will be accomplished by Section Chief or higher.

18.26.1.2.3. MTF will maintain and distribute an engine run training handout to be utilized for pre-engine run training.

18.26.1.3. (Added) Pre-engine run training will be documented in the individuals AF IMT 623a. As a minimum, documentation will include:

18.26.1.3.1. (Added) Date of interview with Section Chief.

18.26.1.3.2. (Added) Entry into Pre-engine Run Training.

18.26.1.3.3. (Added) Completion of Pre-engine Run training. Include a statement verifying that all requirements in AFI 21-101/PACAF Supplement 1 and this supplement have been met.

18.26.1.4. (Added) Individuals will be required to show this documentation to the Engine Run class instructor prior to beginning class.

18.26.2.8. (Added) Certified to perform inlet/exhaust inspections IAW paragraph 18.9.

18.26.18. (Added) **Engine Run Quiet Hours.** Engine operation between idle and 80 percent is authorized in PAS's anytime of day. Aircraft engine runs requiring power setting above 80 percent RPM will be placed inside the hush house between the hours of 2200-0600. 8 MXG/CC may waive this policy on a case-by-case basis.

18.27.1. IFF MODE IV POC, 8 AMXS/MXA.

18.27.1.1.1. (Added) IFF MODE IV will be keyed as follows: Aircraft with a take-off time prior to 0900L (2400Z) will have the previous calendar day's MODE IV code set in the "A" code, and the current calendar day set in the "B" code position. The pilot will then accomplish the airborne change from "A" to "B" at 0900L. For scheduled aircraft takeoff times after 0900L maintenance will key MODE IV prior to scheduled takeoff time, air crew will utilize the "A" code.

18.27.1.2.1. (Added) Proper IFF MODE IV operation will be determined by the aircrew IAW the MODE IV specialist interrogating the aircraft for prior-to-launch ground checks.

18.27.1.2.2. (Added) Aircraft will be checked by the maintenance personnel using the applicable transponder test set and will verify test results by giving the pilot a thumbs-up for a pass and a thumbs-down for a fail. Every attempt shall be made to re-key the aircraft if the jet fails the check.

18.31. **Forms Prescribed: The following forms are prescribed.**

8 IMT 8, *Dropped Object Worksheet.*

8 IMT 16, *F-16 Hangaring Checklist*.

18.33.6.8.1. (Added) Ensures a Senior NCO assumes duties as OAP manager for all deployments where appointed managers are not present. Duties will be for duration of deployment and shall include all OAP matters. OAP familiarization training should be conducted prior to deployment.

18.33.6.9.1. (Added) Ensures OAP monitor familiarization training is scheduled and completed within seven days of appointment (training shall be conducted by OAP lab personnel only).

18.33.6.15. (Added) Ensures "RED CAP" samples are delivered to OAP lab by most expeditious means available, identifying each sample on envelope and DD Form 2026 (red borders) as "RED CAP" to accommodate priority sample analysis.

18.33.6.16. (Added) Ensures a "Red X" entry is placed in appropriate AFTO IMT 781A as "RED CAP or Special Surveillance sample required", awaiting OAP Lab results.

18.33.6.17. (Added) "Red X" entry shall only be cleared once OAP lab personnel have analyzed sample and acceptable results have been obtained.

18.33.6.18. (Added) Ensures cross-country OAP paperwork is requested at least one duty day prior to scheduled aircraft departure (Friday if scheduled departure is on Monday).

18.33.6.19. (Added) Ensures personnel drawing oil samples are properly trained on sampling procedures and forms documentation. Ensure training is properly documented in AF Form 623.

18.33.6.20. (Added) Ensures oil servicing carts are sampled weekly and delivered to OAP lab for analysis.

18.33.6.21. (Added) Ensures servicing cart samples not sampled weekly are removed from service and a "Red X" entry placed in AFTO IMT 244 pending analysis results.

18.33.6.22. (Added) Ensures carts exceeding **Table 18.1. (Added)** criteria are placed on code "B" (Resample ASAP, do not change oil) immediately and removed from service. Servicing tank will be checked for visible contamination (i.e., floating debris, water, etc.) and a resample taken and analyzed.

18.33.6.23. (Added) Ensures carts with visible contamination are immediately removed from service, drained, inspected for source of contamination, flushed and serviced. A resample shall be taken after servicing and delivered to the OAP lab for analysis.

18.33.6.24. (Added) Ensures carts exceeding **Table 18.1. (Added)** criteria, after analysis of resample, are placed on code "J" (Drain and Flush), removed from service, drained, flushed and cleaned. A resample will be taken after servicing and delivered to OAP lab for analysis.

Table 18.1. (Added) Oil Servicing Cart Criteria.

Fe	Ag	Al	Cr	Cu	Mg	Na	Ni	Pb	Si	Sn	Ti	B	Mo	Zn
0-1	0-1	0-1	0-1	0-1	0-1	0-2	0-1	0-2	0-5	0-6	0-1	0-2	0-2	0-2

18.33.8.4. (Added) Immediately notify OAP lab of changes to daily flying schedule.

18.33.8.5. (Added) Ensure OAP lab is provided complete daily flying schedule for surges and contingency exercises.

18.33.8.6. (Added) Ensure aircraft requiring "RED CAP" sampling are not flown/operated until sample results are known.

18.33.8.7. (Added) Ensure aircraft airborne when "RED CAP" status is identified are sampled immediately upon return to parking.

18.33.8.8. (Added) Ensure aircraft requiring "RED CAP" sampling are returned to chocks and do not proceed across "Hot Pits".

18.33.8.9. (Added) Ensure organizations are immediately notified of oil servicing carts not received weekly.

18.33.9.10. (Added) Be sole point of contact for 8 FW OAP manager(s).

18.33.9.11. (Added) Notify MOC of oil servicing carts not received weekly.

18.33.9.12. (Added) Immediately notify MOC of DD Form 2026 received with missing, illegible, incorrect or incomplete data. Samples cannot be processed until erroneous data is corrected.

18.33.9.13. (Added) Prepare historical OAP data for transferring/deploying engines as requested.

18.33.12.3. Transient maintenance personnel will deliver transient samples, with completed DD Form 2026 and transient OAP paperwork (if available) to OAP lab and allow sufficient time for sample processing and return of paperwork prior to aircraft departure.

18.33.12.3.1. (Added) Transient maintenance personnel will retrieve processed OAP paperwork and return it to transient aircraft forms prior to departure.

18.33.13. (Added) F110-GE-100 Engine Guidance.

18.33.13.1. (Added) New/Rebuilt/Overhauled Engines:

18.33.13.1.1. (Added) Require a minimum of three runs IAW T.O. 2J-F110-6-12 to rebuild a trend analysis baseline.

18.33.13.1.2. (Added) Will be placed on code "Q" for 10 hours. This surveillance period is necessary to effectively monitor "break in" of newly installed engine components.

18.33.13.1.3. (Added) Will be placed on code "E" for remaining flights/flight hours as a precautionary measure if wear metal concentration rise into marginal, high or abnormal ranges.

18.33.13.1.3.1. (Added) While on code "E", shall not fly cross-country unless waived, in writing, by 8 OG/CC.

18.33.13.1.4. (Added) May require multiple drain and flush procedures to reduce wear metal concentrations to normal levels after completion of surveillance period.

18.33.13.1.4.1. (Added) Drain and flush procedures should only be conducted after consulting OAP lab and 8 MXS Propulsion Flight personnel to verify no adverse trends are present. Inadvertent use of this procedure can mask or hide impending component failures. Drain and flush procedures used to reduce or eliminate wear metal concentrations is strictly prohibited.

18.33.13.2. (Added) Non-Installed/Spare Engines:

18.33.13.2.1. (Added) Are maintained on code "F" pending installation. Post installation OAP code will be assigned depending on type/extent of maintenance performed while engine was in maintenance.

18.33.13.2.2. (Added) Oil wetted maintenance (OWM) and oil change will require a minimum of three maintenance/ground runs. Samples may come in any combination provided they are drawn and analyzed between each run and prior to next scheduled sortie. Samples received from test cell runs may count towards cumulative total of three maintenance runs.

18.33.13.2.3. (Added) Will be placed on code "Q" for five flights after receipt of installation run sample.

18.33.13.2.4. (Added) OWM and no oil change will require analysis of post maintenance run sample.

18.33.13.2.4.1. (Added) Will be maintained on code "F" pending installation.

18.33.13.2.4.2. (Added) Will be placed on code "Q" for five flights after receipt of installation run sample.

18.33.13.2.5. (Added) Oil change and no OWM will require three engine runs with samples analyzed between each run.

18.33.13.2.5.1. (Added) Will be placed on code "A" after receipt of post installation run sample, providing no marginal, high or abnormal wear metal concentrations exist.

18.33.13.3. (Added) Installed Engines:

18.33.13.3.1. (Added) Remain on code "A" providing no marginal, high or abnormal wear-metal concentrations exist and no oil wetted maintenance was performed.

18.33.13.3.2. (Added) Oil change and no OWM require three engine runs in accordance with to rebuild trend analysis baseline. Samples shall be drawn and analyzed between each run and accomplished prior to next scheduled sortie. Samples received from test cell runs may count towards cumulative total of three maintenance runs.

18.33.13.3.2.1. (Added) Return to code "A" providing no marginal, high or abnormal wear-metal concentrations exist.

18.33.13.3.3. (Added) OWM and oil change require three engine runs to rebuild trend analysis baseline. Samples shall be analyzed between each run and accomplished prior to next scheduled sortie.

18.33.13.3.3.1. (Added) Are placed on code "Q" for five flights.

18.33.13.3.4. (Added) OWM and no oil change require analysis of post maintenance run sample.

18.33.13.3.4.1. (Added) Will be placed on code "Q" for five flights.

18.33.13.4. (Added) Reason's for Surveillance:

18.33.13.4.1. (Added) Engines received with inadequate or no historical data ("Q or E").

18.33.13.4.2. (Added) Engines received from depot with questionable test cell readings ("Q or E").

18.33.13.4.3. (Added) After an oil change, readings show marginal, high or abnormal wear metal concentrations after initial test cell/maintenance runs ("E", "R", "H" or "T").

18.33.13.4.4. (Added) Any sample with concentrations rising into marginal or high ranges ("F", "Q", "E").

18.33.13.4.5. (Added) After completion of any oil wetted maintenance ("Q or E").

18.34.3. Name, rank, and DEROS.

18.34.4.2. Employee number on local Master Chip Detector (MCD) Analysis Request Form.

18.34.5.2.2. Notify 8 MXS Production Supervisor.

18.34.5.2.5. Issue 12 capped MCD to each AMU. Replace on a one for one basis.

18.34.6.2. Ensure MCD exceeding visual limits are immediately submitted for processing and notify NDI lab personnel of such, to ensure priority processing.

18.34.6.2.2. (Added) Upon visual confirmation of excessive (flake/chunk/sliver or "fuzz") as established by tech-data, enter a red X in aircraft forms, pending SEM/EDX results.

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 11-418/8 FW Supplement 1, *Operations Supervision*

T.O. 00-20-1, *Aerospace Equipment Maintenance Inspections, Documentation, Policy and Procedures*

T.O. 1F-16C-99-00-01. *Organizational Maintenance Fault Isolation Manual, ECM*

T.O. 1F-16()-00GV-00-1, *Organizational Maintenance Manual, General Vehicle*

T.O. 1F-16()-2-70FI-00-11, *Organizational Maintenance Fault Isolation Manual, Engines*

T.O. 1F-16()-5-1/2, Basic *Weight Checklist / Loading Data*

T.O. 1F-16()-6-11, Scheduled *Inspection and Maintenance Requirement, F110-GE-100*

T.O. 1F-16()-70JG-00-11, *Organizational Maintenance Manual, Engine Operation Low Power*

T.O. 2J-F110-6-4, *Maintenance Instructions, Intermediate Conditional Maintenance*

T.O. 2J-F110-6-12, *Intermediate Maintenance, Engine Test, Turbofan Engine Mod F110-GE-100*

T.O. 11A-1-33, *Handling and Maintenance of Explosives Loaded Aircraft*

T.O. 16W41-2-1, *Operation and Maintenance Instruction, POD Assembly Aircraft Cargo*

T.O. 35F5-1-2, *Explosion Proof Lanterns, and Extension Light Assemblies*

LCL-8 FW-QA/RWR-153, *Radar Warning Receiver (RWR) System Pre-Launch Checklist*

8 FWI 15-101, *Weather Support Procedures*

8 FWI 32-1001, *Snow and Ice Control*

AF Form 121, *Sonic Boom Log*

AF IMT 483, *Certificate of Competency*

AF IMT 2692, *Aircraft/Missile Equipment Transfer/Shipping Listing*

AFTO IMT 290, *Aerospace Vehicle Delivery Receipt*

DD Form 250, *Material Inspection and Receiving Report*

DD Form 2026, *Oil Analysis Request*

Optional Form 21, *Cross-Reference*

PACAF IMT 140, *CTK Inventory Inspection Log*

ACC IMT 64, *Request for Placement on Special Certification Roster*

Abbreviations and Acronyms

ACMS—Automated Configuration Management System

AIM—Air Intercept Missile

ALE—Decoy

CAP—Captive

C/B—Circuit Breakers

ECO—Electronic Combat Officers

EDX—Energy Dispersing X-Ray

EET—Evaluation Team

EJ—High Frequency Band Width

EME—Engine Management Element

ENDEX—End of Exercise

EPU—Emergency Power Unit

FO—Foreign Object

GCE—Ground Crew Ensemble

GTM—IMDS Screen 87 Code

IO—Impoundment Official

IPE—Individual Protective Equipment

JBD—Stock listed items not local manufacture authorized

LAU—Launcher Adapter Unit

LFE—Large Force Exercise

MAU—Munitions Adapter Unit

MCD—Master Chip Detector

MIS—Maintenance Information System

MOD—Modification

NEW—Net Explosive Weight

NIE—Normally Installed Equipment

OPREP—Operations Reporting

OWM—Oil wetted maintenance

PAD—Propellant Activated Devices

PAS—Protective Aircraft Shelter

PCAMS—Process Control Automated Management System

PRA—Planning Requirement for Special Inspections and Time Changes

RF—Radio Frequency

ROKAF—Republic of Korea Air Force

RTW—Radar Threat Warning

RTWS—Radar Threat Warning System

SEM—Scanning Electron Microscope

TA—Transient Alert

TAMS—Tactical Aircraft Maintenance Section

TP—Targeting POD

WTR—Workable TCTO listing

Attachment 11 (Added)

ORGANIZATION WORKCENTER CODE FOR TOOL MARKING/ETCHING

8TH MAINTENANCE GROUP

Quality Assurance	KUQA	WSS	KULB

8TH AIRCRAFT MAINTENANCE SQUADRON

80 AMU	KU80	EOR	KUER
35 AMU	KU35		

8TH MAINTENANCE SQUADRON

ACCESSORIES FLIGHT		**AGE FLIGHT**	KUMG
Fuels	KUFU	Servicing	KU0C
Egress	KUEG	Repair	KU5C
Pneudraulics	KUPN	Inspection	KU8C
Elec/Enviro	KUEE		
ARMAMENT FLIGHT		**AVIONICS FLIGHT**	
Support	KUAR	AIS	KUAI
AME	KUAM	Sensors	KUSN
		ECM	KUEM
FABRICATION FLIGHT		**MAINTENANCE FLIGHT**	
Structural	KUFB	Phase	KUPH
NDI	KUND	T/A	KUTA
Survival	KUSV	Wheel/Tire	KUWT
Metals	KUME		
MUNITIONS FLIGHT		**TMDE Type II**	KUPM
Conv Maint	KUCV		
Equipment	KUEQ	**PROPULSION FLIGHT**	KUMP
Inspection	KUIN	JEIM	KUJE
Missiles	KUMI	Test Cell	KUTC
Storage	KUST	Non Powered AGE	KUPA

Attachment 12 (Added)

AIRCRAFT ACCEPTANCE INSPECTION CHECKLIST

OPR: 8 MOS/MXOOP

(Use Overprinted AF IMT 2519, *All Purpose Checklist*)

A12.1. (Added) As a minimum the following will be accomplished for an aircraft acceptance inspection:

A12.1.1. (Added) **Aircraft Maintenance Unit will:**

A12.1.1.1. (Added) **Coordinate with Quality Assurance for which panel require removal. For all: Notify 8 MXG/MXQA when panel removal is complete. *(NOTE:* Schedule a nonrated basic post flight inspection.)**

A12.1.2. (Added) **Ensure inspection is scheduled/signed-off in IMDS using the pre-established job standard and then documented on AFTO IMT 781A (pre-prints maybe used).**

A12.1.3. (Added) **Perform dash 21 inventories.**

A12.1.4. (Added) **Perform engine(s) borescope inspection, forward finding(s) to 8 MOS/MXOOE.**

A12.1.5. (Added) **Review jacket file, verify time change information, special inspections and TCTO compliance.**

A12.1.6. (Added) **Update IMDS as needed. Notify 8 MOS/MXOOP of TCTO status NLT two days after arrival.**

A12.1.7. (Added) **Schedule complete egress system CAD/PAD verification inspections and personnel parachutes, survival kits and the seat drogue parachute repacks/inspections are accomplished on newly assigned aircraft and upon those returning from depot where the egress system has been worked on by depot personnel.**

A12.1.8. (Added) **Distribute records decentralized from the jacket file to owning organizations.**

A12.1.9. (Added) **Schedule 8 MXS/MXMFV and squadron life support to conduct parachute/survival kit inspection.**

A12.1.10. (Added) **Perform a complete operational checkout of the aircraft gun and release system, and an internal gun inspection.**

A12.1.11. (Added) **Contact 8 MOS/MXOOP to request approved configuration table.**

A12.2. (Added) Acceptance Team Chief _____ *(Signature)*

A12.3. (Added) Maintenance Scheduler _____ *(Signature*)

Attachment 13 (Added)

AIRCRAFT TRANSFER INSPECTION CHECKLIST

OPR: 8 MOS/MXOOP

(Use Overprinted AF IMT 2519, *All Purpose Checklist*)

A13.1. (Added) As a minimum the following will be accomplished for an aircraft transfer inspection:

A13.1.1. (Added) **The Aircraft Maintenance Unit will:**

A13.1.1.1. (Added) **Setup and notify affected agencies of the date, time, and place of transfer meeting. As a minimum, discuss the following:**

A13.1.1.1.1. (Added) **TCTOs.**

A13.1.1.1.2. (Added) **Time Changes.**

A13.1.1.1.3. (Added) **Special Inspections.**

A13.1.2. (Added) **Initiate AFTO IMT 345 and Certification, and AFTO IMT 290, *Aerospace Vehicle Delivery Receipt.***

A13.1.3. (Added) **Prepare IMDS workcenters for affected agencies to comply with transfer actions.**

A13.1.4. (Added) **Gather records decentralized from the aircraft jacket file.**

A13.1.5. (Added) **Ensure Planning Requirement Report (PRA) is current and complete prior to transfer.**

A13.1.6. (Added) **Ensure transfer inspection is scheduled/signed-off in IMDS and documented on AFTO IMT 781A (preprints may be used).**

A13.1.7. (Added) **Coordinate with 8 MXG/MXQA for which panel requires removal. Notify 8 MXG/MXQA when panel removal is complete.**

A13.1.8. (Added) **Comply with all workable TCTOs and de-modify any local modifications unless previously coordinated with gaining unit. Notify 8 MOS/MXOOP of any workable TCTOs that cannot be completed prior to transfer.**

A13.1.9. (Added) **Perform –21 inventories.**

A13.1.10. (Added) **Perform engine borescope inspection, forward findings to 8 MOS/MXOOE.**

A13.1.11. (Added) **Correct configuration management errors identified NLT 3 days prior to transfer.**

A13.1.12. (Added) **Perform configuration review NLT two days prior to transfer.**

A13.1.13. (Added) **For temporary transfer only: Remove classified equipment before transfer and contact 8 MXG/MXQA to accomplish weight and balance as required.**

A13.2. (Added) Acceptance Team Chief _____ ***(Signature/Date)***

A13.3. (Added) Maintenance Scheduler _____ ***(Signature/Date)***

Attachment 14 (Added)

AIRCRAFT JACKET FILE REVIEW CHECKLIST

(Use Overprinted AF IMT 2519, *All Purpose Checklist*)

A14.1. (Added) Perform a 100% validation of all pulled AFTO IMT 781As (page numbers, to/from date & sequential filing).

A14.2. (Added) Perform review of previous Phase/ISO packages (ensure copy of AF IMT 2410, Completed 122s for all work completed during inspection).

A14.3. (Added) Ensure all required Optional Form 21, *Cross-Reference*, are filed.

A14.4. (Added) Review all slots and identify any missing or incorrect documents.

A14.5. (Added) Run IMDS screen #810 with all WUCs requiring AFTO IMT 95 and verify against actual records in jacket file

A14.6. (Added) The following items are for the basic aircraft and all components requiring AFTO IMT 95:

A14.6.1. Run IMDS screen #393 and review automated history; delete unneeded information (e.g., R2 tire).

A14.6.2. (Added) Using IMDS screen #392 make history entry as follows:

A14.6.2.1. (Added) Quarterly forms review complied with this date

A14.6.2.2. (Added) Squadron/Workcenter/Name.

A14.6.2.3. (Added) Print and file copy of automated history.

A14.7. (Added) Review hard copy AFTO IMT 95 and ensure proper numbering (e.g., 1 of 1, 1 of 2).

A14.8. (Added) Sign off the AF IMT 2411.

Attachment 15 (Added)

ASSIGNED MANUAL JOB CONTROL NUMBERS

A15.1. (Added) 8th Fighter Wing and Group Agencies:

A15.1.1. (Added) 0001 – 2000 Reserved.

A15.1.2. (Added) 2001 – 2099 Maintenance Operations Center.

A15.1.3. (Added) 2100 – 2199 MOF PS&D.

A15.1.4. (Added) 2200 – 2299 Current Operations Flight.

A15.1.5. (Added) 2350 – 2399 8 MXG Maintenance Supply Liaison.

A15.1.6. (Added) 2400 – 2499 Quality Assurance (8 MXG/MXQ).

A15.1.7. (Added) 2500 – 2549 8 MXG/MXQA Transfer Inspection.

A15.1.8. (Added) 2550 – 2599 8 MXG/MXQA Acceptance Inspection.

A15.1.9. (Added) 2600 – 2699 8 MXG/MXQA Functional Check Flight.

A15.1.10. (Added) 2700 – 2799 8 MOS Engine Management.

A15.2. (Added) 8th Maintenance Squadron (8 MXS):

A15.2.1. (Added) **Maintenance Flight:**

A15.2.1.1. (Added) 2800 – 2899 Transient Alert.

A15.2.1.2. (Added) 2900 – 2999 Wheel and Tire.

A15.2.1.3. (Added) A800 – A899 Phase Block 30 (300 FLT Hour Phase).

A15.2.1.4. (Added) A300 – A399 Phase Block 40 (400 FLT Hour Phase).

A15.3.1. (Added) **AGE Flight:**

A15.3.1.1. (Added) 3000 – 3099 Inspection & Repair

A15.3.1.2. (Added) 3100 – 3199 Servicing, Pick-up & Deliver

A15.3.1.3. (Added) 3200 – 3299 Production Support

A15.3.1.4. (Added) 3300 – 3999 Reserved

A15.4.1. (Added) **Munitions Flight:**

A15.4.1.1. (Added) 4000 – 4099 CSU

A15.4.1.2. (Added) 4100 – 4199 35 FS CMU

A15.4.1.3. (Added) 4200 – 4299 80 FS CMU

A15.4.1.4. (Added) 4300 – 4499 Reserved

A15.5.1. (Added) **Armament Flight:**

A15.5.1.1. (Added) 4500 – 4599 Support Section

A15.5.1.2. (Added) 4600 – 4699 AME Section

A15.5.1.3. (Added) 4700 – 4749 Missile System PE1

A15.5.1.4. (Added) 4750 – 4799 Missile System PE2

A15.5.1.5. (Added) 4800 – 4849 Missile System PE3

A15.5.1.6. (Added) 4850 – 4899 Missile System PE4

A15.5.1.7. (Added) 4900 – 4949 Missile System PE5

A15.5.1.8. (Added) 4950 – 4999 Missile System PE6

A15.6.1. (Added) **Fabrication Flight:**

A15.6.1.1. (Added) 5000 – 5049 Reserved

A15.6.1.2. (Added) 5050 – 5099 Metals Technology

A15.6.1.3. (Added) 5100 – 5149 Structural Repair

A15.6.1.4. (Added) 5150 – 5199 Survival Equipment

A15.6.1.5. (Added) 5200 – 5249 Non-Destructive Inspection

A15.6.1.6. (Added) 5250 – 5399 Reserved

A15.7.1. (Added) **Accessory Maintenance Flight:**

A15.7.1.1. (Added) 5400 – 5449 Electric/Environmental

A15.7.1.2. (Added) 5450 – 5499 Pneudraulics

A15.7.1.3. (Added) 5500 – 5549 Reserved

A15.7.1.4. (Added) 5550 – 5599 Fuel Systems

A15.7.1.5. (Added) 5600 – 5649 Egress

A15.7.1.6. (Added) 5650 – 5699 Reserved

A15.8.1. (Added) **Propulsion Flight:**

A15.8.1.1. (Added) 5700 – 5749 Jet Engine/Test Cell

A15.8.1.2. (Added) 5750 – 5899 Reserved

A15.8.1.3. (Added) 5900 – 5949 Engine Support Equipment

A15.8.1.4. (Added) 5950 – 6099 Reserved

A15.9.1. (Added) **Integrated Avionics Flight:**

A15.9.1.1. (Added) 6100 – 6149 Automated Test Equipment

A15.9.1.2. (Added) 6150 – 6199 AVTR

A15.9.1.3. (Added) 6200 – 6299 ECM

A15.9.1.4. (Added) 8000 – 8099 LANTIRN

A15.10. (Added) 8th Fighter Wing Maintenance Deployments:

A15.10.1. (Added) 6300 – 6399 35 AMU Mobility Package 1

A15.10.2. (Added) 6400 – 6499 35 AMU Mobility Package 2

A15.10.3. (Added) 6500 – 6599 80 AMU Mobility Package 1

A15.10.4. (Added) 6600 – 6699 80 AMU Mobility Package 2

A15.10.5. (Added) 6700 – 6799 8 MXS Mobility Package 1

A15.10.6. (Added) 6800 – 6899 8 MXS Mobility Package 2

A15.11. (Added) 35/80th Aircraft Maintenance Activities:

A15.11.1. (Added) 6900 – 7099 35 AMU Flightline Maintenance

A15.11.2. (Added) 7100 – 7299 80 AMU Flightline Maintenance

A15.11.3. (Added) 7300 – 7349 35 AMU COSO

A15.11.4. (Added) 7350 – 7399 80 AMU COSO

A15.11.5. (Added) 7400 – 7499 35 AMU Debrief

A15.11.6. (Added) 7500 – 7599 80 AMU Debrief

A15.11.7. (Added) 7600 – 7699 35 AMU PS&D

A15.11.8. (Added) 7700 – 7799 80 AMU PS&D

A15.11.9. (Added) 7800 – 7899 35 FS Life Support

A15.11.10. (Added) 7900 – 7999 80 FS Life Support

A15.12. (Added) Reserved for Future Use:

A15.12.1. (Added) 8100 – 9999 Reserved

BRIAN T. BISHOP, Colonel, USAF
Commander